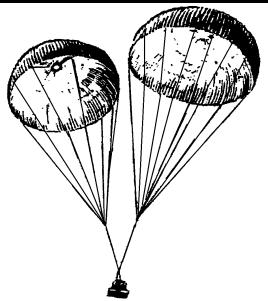


TRIANNUAL

AIRDROP REVIEW AND

MALFUNCTION/SAFETY ANALYSIS



PREPARED BY
THE US ARMY QUARTERMASTER SCHOOL
FORT LEE, VIRGINIA 23801-1502

AIRBORNE CREED

I am an Airborne trooper! A paratrooper!

I jump by parachute from any plane in flight. I volunteered to do it, knowing well the hazards of my choice.

I serve in a mighty Airborne Force—famed for deeds in war—renowned for readiness in peace. It is my pledge to uphold its honor and prestige in all I am—in all I do.

I am an elite trooper—a sky trooper—a shock trooper a spearhead trooper. I blaze the way to far-flung goals behind, before, above the foe's front line.

I know that I may have to fight without support for days on end. Therefore, I keep mind and body always fit to do my part in any airborne task. I am self-reliant and unafraid. I shoot true, and march fast and far. I fight hard and excel in every art and artifice of war.

I never fail a fellow trooper. I cherish as a sacred trust the lives of men with whom I serve. Leaders have my fullest loyalty, and those I lead never find me lacking.

I have pride in the Airborne! I never let it down!

In peace, I do not shirk the dullest duty nor protest the toughest training. My weapons and equipment are always combat ready. I am neat of dress—military in courtesy—proper in conduct and behavior.

In battle, I fear no foe's ability, nor underestimate his prowess, power and guile. I fight him with all my might and skill—ever alert to evade capture or escape a trap. I never surrender, though I be the last.

My goal in peace or war is to succeed in any mission of the day—or die, if needs be, in the try.

I belong to a proud and glorious team—the Airborne, the Army, my Country. I am its chosen pride to fight where others may not go—to serve them well until the final victory.

I am a trooper of the sky! I am my Nation's best! In peace and war I never fail. Anywhere, anytime, in anything— I am AIRBORNE!

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TAR&M/SA VOL II

PREFACE

The Airdrop Review and Malfunction/Safety Analysis is published by the US Army Quartermaster School in hopes that by "passing the word" the malfunction rate within the Armed Forces may be minimized. The review and analysis in this issue covers the period 1 May 2000 - 30 August 2000.

POC AND MAILING ADDRESS

The POC for Airdrop Malfunction Reports, Monthly Airdrop Summary Reports, and any other information concerning the Airdrop Review and Malfunction/Safety Analysis is Mr. Roger Hale. All correspondence for the above reports and analysis should be addressed to:

AERIAL DELIVERY AND FIELD SERVICES DEPARTMENT ATTN MR ROGER HALE USA QUARTERMASTER CENTER AND SCHOOL 1010 SHOP ROAD FORT LEE VA 23801-1502

REPORTS AND ANALYSES

The Malfunction/Safety Review Board met at Fort Lee, Virginia on 18-19 October 2000. A breakdown of the areas in which malfunctions occurred from 1 May through 31 August 2000 follows:

12
31
57
21

All DD Forms 1748-2 (Airdrop Malfunction Report (Personnel-Cargo)) are reviewed, and any identifying information is removed. Block 24 is annotated to include both Army and Air Force references if only one is given. No grammatical editing is done to the reports.

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PERSONNEL MALFUNCTION REPORTS AND ANALYSES

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1. UNIT BEING AIRLIFTED		T	2. DEPARTU	RE AIF	· · · · · · · · · · · · · · · · · · ·	3.	DATE	4. TYPE AC	;FT	5. ACFT SER NO.			
							Twin	Otter					
6. OPERATION/EXERCISE		- 1			7. DZ AND LOCATION				E AND TIME				
					<u> </u>								
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEE		1	1. DZ ELEVATION (Feet)		12. SURFACE WINDS	-		LITY (Feet/Miles)			
7000 AGL			85	\perp	720		040	/5	2+				
ll.				_	PERSONNE			_					
14. NAME (Last, First, MI), G	RADE,	SSAN, & U	INIT	1	i. EQUIPMENT WORN BY J			16. JUM	PER'S POSITI	ON IN ACFT			
				1	MC-4, FF-2, G	en	tex Helmet,		1/3				
17. TYPE PARACHUTE	18.				Altimeter, Go	CTIO	N.	<u> </u>	1/3	19. NO. JUMPS			
(Specify)	-	65141.11	VERSION '	T	INVERSION	T	CIGARETTE ROLL	ОТИ	ED (EDECIEVA				
	-	PILOT		+	BLOWN SECTION	╅	BROKEN SUSPEN-	OIR	ER (SPECIFY)	-			
MC-4		PILOTO	MOTE		BLOWN SECTION	ı	SION LINE	В	ag Lock	75			
20. TYPE OF RESERVE	21.	RESERVE F	UNCTION-		22. RESULTING INJUR	<u> </u>		1 D	5 LOCK				
		ED PROPE			1								
MC-4		item 31)	$ abla$	l			None	د					
WIC-4		<u> </u>	ES	NO			1 (01)			,			
ripcords and his all broke off as briefed pulled his main rip position abnormal noticed a bag lock jumper immediate deployed. The jum The jumper marke and landed uneven another individual everyone (20 jump 32. CAUSE OF MAL Bag Lock (we co	Aft Aft Aft He y pe hper d the tried ers)	4000' A l. The jet rould be tugged rformed put "eye location y, with a location to locatio	AGL, the jumper in ing the rid down to d the cuts res-on" the rest of the rest of the wo	e jum notice pcon wice away he con e ent of the arac ods	nper cleared his air ed nothing unusurd, the jumper's be evigorously on the y sequence for a put main parachute ering the pattern the estick landing cleanute but they could in an effort to find	rspa al al ody e ris arti- in a cor t d no	bout the pull so position was i sers. The main al malfunction an attempt to me the drop zone. to him. After to of find it. After	off. At 3 equence of a hear canopy. The reark its. The jum is jum or the all te, to not the te,	8500' AG e, nor wa d up attituty did not eserve car location: mper enter p, the jur jumps was avail.	L, the jumper is his body ade, where he deploy. The nopy properly or retrieval. red the patte nper and			

WHAT WAS THE MALFUNCTION?

Bag Lock.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Locking stows too long.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Pack and inspect the MC-4 IAW with the TM. The locking stows should be $1 \; \text{inch}$ (inside of stow loop to rubber band.

									
l				GENERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE A	RFIELD	3.	DATE	1. TYPE ACFT		5. ACFT SER NO.
					L		C-130		
6. OPERATION/EXERCISE				7. DZ AND LOCATION			8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	110	ACFT SPEED (Knots)	1 1	1. DZ ELEVATION (Feet)		12. SURFACE WINDS	(Knots)	12 VISIB	LITY (Feet/Miles)
14,000	"	130 Knots		480 Feet			nots		limited
II.				PERSONNE					
14. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT	1	5. EQUIPMENT WORN BY J	JMF	PER	16. JUMPEI	R'S POSITIO	IN IN ACFT
					~ /	CT 10 6			
	T			MC-4 RAP	-			2nd	/12th
17. TYPE PARACHUTE (Specify)	18.		·	TYPE MALFUN	TIO				19. NO. JUMPS
	-	SEMI-INVERSION	┼	INVERSION	+	CIGARETTE ROLL		(SPECIFY)	4
MC-4	l	PILOT CHUTE		BLOWN SECTION	١	BROKEN SUSPEN- SION LINE	Float Ripc	ing ord	18
20. TYPE OF RESERVE	21.	RESERVE FUNCTION-		22. RESULTING INJUR	γ				
		ED PROPERLY (If "No" explain in item 31)							
MC-4		YES	NO	Non	e				
32. CAUSE OF MAL After a 100% ins Jumper experien altitude. Jumper proper cutaway	spec aced	ction of the M a floating ma empted to pull	C-4 in r his	RAPS, no deficipe and failed main ripcord twi	cie l to	ncies were for identify it pri unsucessfully	und on t or to des	signate	d pull
									_
		CO	NT	INUED ON N	ΕX	KT PAGE			

WHAT WAS THE MALFUNCTION?

Floating ripcord.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failed to identify the problem prior to pull altitude.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- Ensure proper floating ripcord procedures are followed.
 Identify floating ripcord problem before pull altitude.

					CENTOA						
UNIT BEING AIRLIFTED			2. DEPARTU	RE AIR	GENERAL FIELD	3	DATE	IA	TYPE ACFT	1	S. ACFT SER NO.
camer men red				110	: := ==	1	-	1	C-130		
OPERATION/EXERCISE			1		7. DZ AND LOCATION	1_			8. DATE A	ND TIME	
. ACFT ALTITUDE (Feet)	10.	ACFT SP	PEED (Knots)	11	I. DZ ELEVATION (Feet)		12. SURFAC	CE WINDS (Knots)	13. VISIBIL	ITY (Feet/Miles)
12,500 ft			Knots		480 feet			0 Knot			imited
12,500 It		130	Terrots		PERSONNI	L	1 1	O IXIIO		OIII	ninea
 4. NAME (Last, First, MI), (GRADE.	SSAN. 8	& UNIT	115	. EQUIPMENT WORN BY		PER		16. JUMPER	'S POSITIO	N IN ACFT
,,,,	,										
					· Unknown						
7. TYPE PARACHUTE	18.				TYPE MALFUN	CTIO)N			•	19. NO. JUMPS
(Specify)		SEMI	-INVERSION '	П	INVERSION	Т	CIGARETTE	ROLI	OTHER (SPECIFY)	┪
			T CHUTE	17	BLOWN SECTION	┪	BROKEN SU			,	1
	1	1				-	SION LINE				
0. TYPE OF RESERVE	21.	RESERV	E FUNCTION-	اا	22. RESULTING INJU	IY					, I ,
			OPERLY (If explain in		Ì						
		item 3		1				Mana			
			YES	NO				None			
32. CAUSE OF MA					more space is ne	ede	d, contin	ue on re	everse.)		
32. CAUSE OF MA After a 100 perc					more space is ne	ede	d, contin	ue on re	everse.)		
					more space is ne	ede	d, contin	ue on re	everse.)		

WHAT WAS THE MALFUNCTION?

Incomplete information

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not GIven

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not enough information.

										**********		·
l.						GENERA	L			-		
1. UNIT BEING AIRLIFTED			2. DEPARTU	RE All	RFIELD		3.	DATE	4.	TYPE ACFT	5	. ACFT SER NO.
										C-17		
6. OPERATION/EXERCISE					7. 0	Z AND LOCATIO)N			8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEE	ED (Knots)	1	1. DZ E	LEVATION (Fee	t)	12. SURFACE WIN	DS (I	(nots)	13. VISIBIL	ITY (FeetiMiles)
12,500 AGL		130 F	Knots	1	2	240 Feet		Cal	lm		Un	limited
II.						PERSON	NEL					
14. NAME (Last, First, MI), GI	RADE,	SSAN, & L	JNIT	119	5. EQU	PMENT WORN	Y JUMP	ER		16. JUMPER	'S POSITIO	IN ACFT
				1	Gen	tex, Glov	es, G	oggles,				
						meter				3 p	oas/#1 j	mp
17. TYPE PARACHUTE	18.					TYPE MAL	UNCTIO	N				19. NO. JUMPS
(Specify)		SEMI-IN	IVERSION '	Г	IN	IVERSION	П	CIGARETTE ROLL		OTHER (SPECIFY)	1
		PILOT	CHUTE		BLO	OWN SECTION	77	BROKEN SUSPEN-		Floatii	าต	1
MC-4							11	SION LINE		Ripco		FF 44
20. TYPE OF RESERVE	21.	RESERVE F	FUNCTION		2	2. RESULTING IN	JURY					
		ED PROPI			1							
MC-4		item 31)						N	Noi			
1416 1		<u> </u>	/ES	NO	1			1	NOI	ne		
17 at 12,500 feet experienced the were knocked of stayed in formatibegan his deploy find it seated in tit, he initiated cur FF2 fired and ser began to deploy, further deployments suspension lines PI.	floaf hi ion me he p t aw ht hi but ent.	ting rij s eyes until 4 nt seq ocket. yay pro is main the ju The p	pcord, b . The ju !,500 fee uence. V . After tr ocedures n pilot p imper w ilot para	mp et. I Whe aci s for ara ach	iped He the en h ng h r a to chut able ute s	against that tated that hen turned e looked a is ripcord otal malfu te between to grasp	ne jun he co d and at his cable nctio n his n t and ween	nper on his rould not repletracked aware main ripcore housing and note that and left place it bethis risers and his risers and	igh ace ay u d g d s is c t ris we	at side a them antil 3, grip to g still bein utaway sers. The en his l	and his pover hi 700 fee grab it, ing unal procedure mair legs to pinterfer	goggles s eyes and t where he he did not ble to find dures his a canopy prevent te with the
									_			
			CO	ΝT	INU	U ED ON	NEX	KT PAGE				

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

A 100 percent TRI of both canopies and the harness was performed and no deficiencies were found. The MC4 was equipped with a serviceable FF2 mounted on the main parachute and was set to activate at 2,500 feet. The FF2 was chambered after the malfunction and was serviceable and functioning properly. It was determined after taking statements from and talking with the three jumpers and the jumpmaster, that the ripcord grip was most likely dislodged due to the impact at 9,500 feet with the fellow jumper on his right side. This was not confirmed by the other jumpers however, and the jumper failed to check his equipment after the collision. At 3,700 feet when he began his activation sequence, he could not locate his ripcord grip, and verbally stated that he could not locate his ripcord cable housing either, he eventually did locate the cable housing and traced it TWICE!! Still unable to locate his ripcord grip, the jumper stated that he iniatied his cutaway sequence at 2,700 feet and was under a good canopy by 2,200 feet. The fact that the jumper was never able to re-seat his goggles over his eyes may have contributed to his inability to locate his ripcord grip or cable housing until he was too low.

ANALYSIS: 4

WHAT WAS THE MALFUNCTION?

Floating ripcord.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Jumper bumped with another jumper.
- 2. Performed emergency procedures too late

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

- 1. Jumper should keep proper spacing during grouping exercises.
- 2. If harness is not properly fit, the ripcord may be hard to grasp.

l.					GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPAI	TURE	AIR	IELD	3.	DATE	4. 1	4. TYPE ACFT 5		5. ACFT SER NO.
						1		C-130			
6. OPERATION/EXERCISE			7. DZ AND LOCATION						8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	11.	DZ ELEVATION (Feet)		12. SURFACE WIN	DS (K	nots)	13. VISIBI	LITY (Feet/Miles)
1250	l	130 Knots	s 240 8 Kn					ots	3	5 N	/liles/Clear
II.				-	PERSONN	EL					
14. NAME (Last, First, MI), GR	ADE.	SSAN. & UNIT		115.	EQUIPMENT WORN BY		ER	11	6. JUMPER	'S POSITIO	IN IN ACFT
,				1				ľ			
				1	Rucksack, M	119	50	ı		2nd/	16th
17. TYPE PARACHUTE	18.				TYPE MALFU	_				-	19. NO. JUMPS
(Specify)	10.			-т					T		-
		SEMI-INVERSION	+	INVERSION			CIGARETTE ROLL		OTHER	SPECIFY)	4
T 10C		PILOT CHUTE	-	- 1	BLOWN SECTION		BROKEN SUSPEN-		Cano		
T-10C	<u> </u>					X	SION LINE		dama	age	<u>1</u> 1
20. TYPE OF RESERVE	21.	RESERVE FUNCTION ED PROPERLY (#	۷-		22. RESULTING INJU	RY					
		"No" explain in item 31)									
MIRPS		YES [一,	NO	j		None				
	<u> </u>										
					72						
caused to the left served to be falling performed as des 32. CAUSE OF MALIA A 100% TRI was indicate damage edge of the door a incorrect which is believed that the jet the server to be served to be served.	run Fun cor pricas h aus	CTION/FAILU nducted on or to the dep was exiting sed the jump per's feet me	the loy	(If a part The to the	more space is ne rachute and no ent sequence. The weak exit cape in a spinning arily got caugh	edeco ab The use	nper did action on the continue on the continue of the continu	rev wer a wer's l	erse.) e foundereak expoody produced coulonnet	d that and costion (2 secausin	would hit the lead to be econd). It is gundue
stress to the left fit transfered to the damage to them. have caused any	can The	opy and cau jumper's ed	ısec quip	d it ome	to rip. The risent was inspec	ers,	deployment	t ba	g and 1	oack tr	ay had no
		C	ON	ΝΤΊ	INUED ON N	ŒX	KT PAGE				

WHAT WAS THE MALFUNCTION?

Jumper interaction with another jumper from the opposite door.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Jumper interaction with a jumper from opposite door.
 Upon exit, jumper's parachute collided with jumper from opposite door.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- Jump only one door.
 Reinforce mock door training.

I.					CENTERAL						
. UNIT BEING AIRLIFTED		2.	DEPARTU	RE AIR	GENERAL	3.	DATE	4. T	YPE ACFT		S. ACFT SER NO.
		-	D			"		1	Casa 212		5.710.132.110.
5. OPERATION/EXERCISE					7. DZ AND LOCATION	1		一	8. DATE A		*
								١			
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED	(Knots)	11	. DZ ELEVATION (Feet)		12. SURFACE WIN	DS (K	nots)	13. VISIB	LITY (Feet/Miles)
12,500 AGL	ı	110 K	IAS		490 MSL		0-8			Uı	nlimited
II.	-				PERSONNE	L					
14. NAME (Last, First, MI), G	RADE,	SSAN, & UN	IT	15	EQUIPMENT WORN BY	UMP	ER	1	6. JUMPER	r's Positio	ON IN ACFT
	T				Non	_				1st/1	_
17. TYPE PARACHUTE (Specify)	18.			TT	TYPE MALFUN	стю	N		T		19. NO. JUMPS
		SEMI-INV		┦╌┤	INVERSION	+	CIGARETTE ROLL		OTHER (SPECIFY)	4
MC-4		PILOT CH	UTE	1 1	BLOWN SECTION	1	BROKEN SUSPEN- SION LINE		Ции		
20. TYPE OF RESERVE	 ,,	RESERVE FU	NCTION	Ш	22. RESULTING INJUR	Ţ	JON LINE		Hull	g Slide	r 5
EU. TIPE OF RESERVE		ED PROPERI	LY (ff		22. NESOETHIO INSO	•					
MC-4		item 31)					None				
WIC-4		X YES	ـــــا	NO			None				
					72	_					
32. CAUSE OF MAL SM exited at 12, Jumper pumped the slider was do was lack of jump	500 his wn	Ft AGl brakes l and no c	L oper but fai damag	ned a led ge to	at around 4,000 to do a canopy the main canop	Ft cor	: AGL saw h	ne h Up	ad a h on doi	ng a 1	00% TRI,
							v				
			CO	NT	INUED ON N	EX	KT PAGE				

WHAT WAS THE MALFUNCTION?

Hung Slider

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Tension knot or line twist.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Pack and inspect IAW TM 281-23&P.

I.		I	DE	07.	GENERAL	T =	DATE	4 T)/55 : 5		C ACCT COD
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE All	RFII	ELD	3.	DATE	4. TYPE ACF		5. ACFT SER NO.
C OPERATION/EVEROUSE		i	-	_	7 D7 AND LOCATION	<u> </u>		<u>C-1</u>		
6. OPERATION/EXERCISE				1	7. DZ AND LOCATION			8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	110	ACFT SPEED (Knots)	1.	_	OZ ELEVATION (Feet)		12. SURFACE WINDS	/K==4e)	la vicin	LITY (Face)
• •	10.		- ['	11. L				(Knots)		LITY (FeetiMiles)
1000 AGL	<u></u>	130			Unknown		3-5		Un	limited
II.			1		PERSONNE			T		
14. NAME (Last, First, MI), GI	KADE,	SSAN, & UNII	- ['		•	•		16. JUMP	R'S POSITIO	IN IN ACFI
			1		Ruck (35 Lb) M1950, NVC	L' H	CE, M4, R-7	,	20th 21	nd Pass
17. TYPE PARACHUTE	18.				TYPE MALFUN	_			20,011, 21	19. NO. JUMPS
(Specify)		SEMI-INVERSION	T	Т	INVERSION	T	CIGARETTE ROLL	OTHER	(SPECIFY)	-
		PILOT CHUTE	╁╌╴	t	BLOWN SECTION	7	BROKEN SUSPEN-	- Onnex	(SFECIFI)	7
T-10C		, ricor chore	1		beoth section	ı	SION LINE			8
20. TYPE OF RESERVE	21.	RESERVE FUNCTION-	ـ	•	22. RESULTING INJUR	, 				
		ED PROPERLY (If "No" explain in								
MIRPS		item 31)	١					Tana		
MIKES		YES	NO			-	Ι΄	Vone		
						_				
tion of both canop Malfunctions NC Both jumper state faster than his fell 32. CAUSE OF MALI I do not believe the MIRPS pilot para	ed the own	witnessed the hat the jumpe jumpers. CTION/FAILURE the jumper ha	jum r ha	np nd m	er descending a good canopy ore space is need alfunction. The	wi ai	th his MIRPS and they did no , continue on re rate of descen	Pilot Cot believ	hute tra ve he w	uling him. as falling
		CO	NT	ΓII	NUED ON N	ΕX	KT PAGE			

WHAT WAS THE MALFUNCTION?

Jumper thought he was falling too fast. However, the jumper had a good canopy and there was not a malfunction..

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper inexperience.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Jumper training.

l.				GENERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTUR	RE AIF	RFIELD	3	. DATE	4. TYPE A	5. ACFT SER NO.	
C OPERATION EVERGICE		<u>_</u>		I a parting to continu)	-141	
6. OPERATION/EXERCISE				7. DZ AND LOCATION			8. DA	IE AND TIME	
0 ACCT ALTITUDE (CA)	140	ACFT SPEED (Knots)	1.	1. DZ ELEVATION (Feet)		12. SURFACE WINE	25 (8)	42 1/(6)101	LITY (Feet/Miles)
9. ACFT ALTITUDE (Feet)	10.	125	- ['	1400		3-5	JS (Knots)		limited
		123			<u></u>	J-3		Ull	IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
II. 14. NAME (Last, First, MI), G	DADE	CCAN PINIT	1,,	PERSONN EQUIPMENT WORN BY		DED	16 1114	MPER'S POSITIO	N IN ACET
14. NAME (Last, First, Mi), C	RADE,	33AN, & UNII	'	. EQUIPMENT WORN BY	JOWI	ren	16. JUN	WIFER 3 POSITIO	IN IN ACT
				Kevlar, LBV,	Rıı	sk M1950		21/R o	loor
17. TYPE PARACHUTE	18.			TYPE MALFU				2,1/100	19. NO. JUMPS
(Specify)		SEMI-INVERSION		INVERSION		CIGARETTE ROLL	ОТН	HER (SPECIFY)	-
		PILOT CHUTE	BLOWN SECTION	Н	BROKEN SUSPEN-	- • • •		7	
T-10C					\mathbf{x}	SION LINE			25
20. TYPE OF RESERVE	21.	RESERVE FUNCTION-		22. RESULTING INJU	JRY				
		ED PROPERLY (If "No" explain in		:					
MIRPS		item 31)				Lac			
	<u></u>	YES	NO			Leg			
Jumper exited the door. The jumper lower jumper he activated his rescontinued on his when the parached damage was noted 27 and 28 were damage, burns, aspected with no activated with the lapse in was lost. The juduring elongatifurther investigation.	er from ard	om the left doo and felt a snap parachute and sion. The malf were being re- Lines 1 - 14, braged/burnt. Bo not abnormal re- promalities found NCTION/FAILUR me between the ers suspension deployment ca	or be and im unce cover of the	ecame entangled immediately the mediately land tion was not ide ered. Upon insen/burnt 136 in jumpers equipments. The deploy	d ir fell ed. eentiisspecche che men me	a the right jun away from th The jumper fied until 060 ction of the p s from conne t was inspect nt bags from ed, continue on estigation (5 led with the	npers sine entaring entaring the following the following arachute ctor lined with the right reverse days), in the right the right reverse days), in the right reverse days days), in the right reverse days days days days days days days days	uspension uspension ngled jum red his equivalent pollowing note the follows. Line no notice ht door wee.)	n lines. The per. He uipment and norning lowing 15, 21, 23, eable tere in-
		CO	NT	INUED ON N	NE2	XT PAGE			

WHAT WAS THE MALFUNCTION?

Jumper interaction with another jumper from the opposite door.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper exiting from both doors at the same time.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Jump only one door at a time. NOTE: All jumpers should report malfunctions ASAP to malfunction officer in accordance with AR 59-4.

1.				CENEDAL	-						
. UNIT BEING AIRLIFTED		2. DEPARTI	JRE AII	GENERAL RFIELD	3.	DATE	4.	TYPE ACFT	1 9	. ACFT SER NO.	
							1	C-141			
6. OPERATION/EXERCISE				7. DZ AND LOCATION	<u> </u>		8. DATE A	ND TIME			
				İ							
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WI	NDS (I	(nots)	13. VISIBIL	TY (Feet/Miles)	
1250	ı	130	-	240		7 Kno	ots 6 Miles/C				
II.				PERSONN	EL						
14. NAME (Last, First, MI), C	RADE,	SSAN, & UNIT	19	. EQUIPMENT WORN BY	JUMP	ER		16. JUMPER	r's Positioi	IN ACFT	
	_			Non	e				_ 11th	/12th	
17. TYPE PARACHUTE (Specify)	18.		. TYPE MALFUNCTION							19. NO. JUMPS	
	_	SEMI-INVERSION	_	INVERSION	4	CIGARETTE ROLL		OTHER (SPECIFY)	↓	
		PILOT CHUTE		BLOWN SECTION		BROKEN SUSPEN	-	.,			
T-10C	4_					SION LINE		Ne	t Lock	2	
20. TYPE OF RESERVE	21.	RESERVE FUNCTION- ED PROPERLY (#		22. RESULTING INJU	RY						
		"No" explain in item 31)									
MIRPS		YES _] NO	İ		None					
				,							
A 100% TRI was stated in block a wire was caugh parachute the bable to go up the performed as de	as co 30. I t on arbe	onducted on to During the inventhe anti-invented d wire caused channel to fu	he p esti sior d the	arachute and the gation of the part and the part to bunch unflate the parach	ne on nrac cken p w hute	nly abnorm hute it appor r missed it. Thich cause e. The jump	alitears Uped ne	ies fou that th on the c et lock.	e piece deployr The ai iis rese	of barbed nent of the r was not we and it	
						_					
		CO	NT	INUED ON N	ŒX	AT PAGE					

WHAT WAS THE MALFUNCTION?

The canopy did not deploy beyond the long fold because the net was entangled with the net.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Barbed wire was found in the net

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- Reinforce correct packing and inspection procedures.
 Shake out all parachutes.

					GENERAL						
. UNIT BEING AIRLIFTED		2. DE	PARTUR	E AIR		3. (DATE	4. T	YPE ACFT	T	S. ACFT SER NO.
		Ì						Ţ	ЛН-1Н		
. OPERATION/EXERCISE					7. DZ AND LOCATION	<u> </u>		_	8. DATE A		
								1			
). ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Kr	ots)	11	. DZ ELEVATION (Feet)		12. SURFACE WIND	s (K	nots)	13. VISIBII	.ITY (Feet/Miles)
1500 AGL		70 Kno	ts		115 Feet		0 Knot	S		Unl	imited
l.					PERSONNE	L	*				
4. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT		15.	EQUIPMENT WORN BY J	JMPI	ER	1	6. JUMPER	's Positio	N IN ACFT
				1	Non	e				. 1	
17. TYPE PARACHUTE	18.				TYPE MALFUN	CTIO	٧				19. NO. JUMP!
(Specify)		SEMI-INVERS	ION '		INVERSION	Ι	CIGARETTE ROLL		OTHER (SPECIFY)]
		PILOT CHUTE	:	П	BLOWN SECTION	Т	BROKEN SUSPEN-		Misr	outed	7
MC1-1C							SION LINE			ol line	7
0. TYPE OF RESERVE	21.	RESERVE FUNCT			22. RESULTING INJUR	Y					
	["No" explain it item 31)									
MIRPS		YES		NO			Nor	ne			
	느				<u> </u>						
CHUTE WAS SEGFTHE UNIT RETUR FOUR LINE CHEC LINE COUNTINUI LEFT CONTROLL 32. CAUSE OF MALI THE MAIN PARA	NEC K WA FY C INE	O TO THE S AS CLEAR CHECK. WI WAS MISE	HOP, ; THE HEN T ROUT	THIEN T THE ED.	EMALFUNCTIO HEMALFUNCT CONTROLLINE AROUND LINE 9	NS I	NCO INSPEC IS NCO PROC /ERE CHECK) LINE 14.	TEI EE ED	OTHE I DED TO I FOUN erse.)	PARAC DPERF	HUTE. THE ORM A
								-			

WHAT WAS THE MALFUNCTION?

The control line was misrouted

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The parachute control line was not properly routed when it was put into service or following maintenance.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

- 1. Ensure control lines are in proper sequence when the parachute is placed into service.
- 2. Submit a DA 2028 to include a control line check following the four line check.

TAR&M/SA VOL II

1. UNIT BEING AIRLIFTED					GENERAL			_			
		2. DEPAR	TURE	AIRF		3.	DATE	4. 1	YPE ACFT		S. ACFT SER NO.
								C	C-130		
. OPERATION/EXERCISE					7. DZ AND LOCATION		· · · · · · · · · · · · · · · · · · ·		8. DATE A	ND TIME	
. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots	,	11.	DZ ELEVATION (Feet)		12. SURFACE WIN	DS (K	nots)	13. VISIBII	ITY (Feet/Miles)
1250	1	120 Knots			400 Feet		5 Kno	nte		0	-10 Miile
1250 II.		120 111003			PERSONNE		_ J Kin	Jus		<u></u>	10 Willie
4. NAME (Last, First, MI), (RADE,	SSAN, & UNIT		15.	EQUIPMENT WORN BY J	JMP	ER	I	6. JUMPER	r's POSITIO	N IN ACFT
					8-7 Flotation Do AC1-1C	evi	ice, BDUs,			1/4	
17. TYPE PARACHUTE (Specify)	18.			1 10	TYPE MALFUNG	TIO	N			1/4	19. NO. JUMPS
ISDECTIVI		SEMI-INVERSION	\perp		INVERSION		CIGARETTE ROLL		OTHER (SPECIFY)]
MC1-1C		PILOT CHUTE			BLOWN SECTION		BROKEN SUSPEN- SION LINE		Broker Line	n Contro	7
20. TYPE OF RESERVE	21.	RESERVE FUNCTION	ļ.		22. RESULTING INJUR	7			<u> </u>		
		ED PROPERLY (If "No" explain in									
MIRPS		item 31)	┐.	NC			None				
	<u> </u>	YES L	'	NO.	<u> </u>		1 10110				
32. CAUSE OF MAI Initial Opening S					-					e) to the	e canopy.

WHAT WAS THE MALFUNCTION?

Broken control line.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Twisted control line.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure control line is not twisted. Pack and inspect IAW the TM.

TAR&M/SA VOL II

. UNIT BEING AIRLIFTED		2. DEPARTI	JRE AIG	GENERAL	3.1	DATE	4. TYPE ACFT		5. ACFT SER NO.
. ONLY BEING AIRCIFTED		2. DEPART	JNE AIR	(FIELD	3	PAIL			3. ACFT SER NO.
5. OPERATION/EXERCISE		1		7. DZ AND LOCATION	L		C-130	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WIND:	(Knots)	13. VISIE	ILITY (Feet/Miles)
1250		120		400		2-5 Knc	ts		-10 Miles
II.				PERSONNEL	-				
14. NAME (Last, First, MI), GI	RADE,	SSAN, & UNIT	15	. EQUIPMENT WORN BY JU	MPE	ER	16. JUMPE	R'S POSITI	ON IN ACFT
			ı	BDUs, B-7 floa	atat	tion device		т	INIZ
17. TYPE PARACHUTE	18.			TYPE MALFUNG	_		l		JNK 19. no. jumps
(Specify)		SEMI-INVERSION	<u> </u>	INVERSION	_	CIGARETTE ROLL	OTHER	(SPECIFY)	
		PILOT CHUTE	+	BLOWN SECTION	╅	BROKEN SUSPEN-	OTHER	(SPECIFY)	-
MC1-1C		1.27 (110)2		2201111 32011014		SION LINE			
20. TYPE OF RESERVE	21.	RESERVE FUNCTION-	لببيا	22. RESULTING INJURY	′				
		*No" explain in		1					
MIRPS		item 31)] NO				None		
WHITE S	느				-				
JUMPERS WE	RE	NOTAWAF	REC	f more space is nee DF WHAT THE DF WHAT WAS	ΥV	WERE DOIN		EY SH	OULD

WHAT WAS THE MALFUNCTION?

Three each reserve parachutes accidently activated.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper handling of equipment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Expand the instructions in AR 59-4 to narrow the definition of an incident.

				GENERAL					***	
UNIT BEING AIRLIFTED		2. DEPARTU	RE All		3.	. DATE	4.	TYPE ACFT		5. ACFT SER NO.
							(C-130		
OPERATION/EXERCISE				7. DZ AND LOCATION				8. DATE A	ND TIME	
. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE V	VINDS ((nots)	13. VISIB	LITY (Feet/Miles)
1250		120		400		2-5	Kno	ts	0-1	0 Miles
				PERSONNE	L					
4. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT	19	5. EQUIPMENT WORN BY	ŲΜI	PER		16. JUMPEI	R'S POSITIO	ON IN ACFT
			ı							
	T]	BDUs, B-7 Flot	ati	on Device				
7. TYPE PARACHUTE (Specify)	18.			TYPE MALFUN	CTIC	ON .				19. NO. JUMP
		SEMI-INVERSION		INVERSION	_	CIGARETTE RO	LL	OTHER	(SPECIFY)	_
MC1 1C		PILOT CHUTE		BLOWN SECTION	١	BROKEN SUSPI	N-			(
MC1-1C	 			1		SION LINE		<u></u>		6
O. TYPE OF RESERVE	21.	RESERVE FUNCTION ED PROPERLY (#		22. RESULTING INJUI	Y					
		"No" explain in item 31)								
MIRPS		YES .	NO					None		
32. CAUSE OF MAI JUMPERS DII				_				-	HER.	
		CO	NT	INUED ON N	ΕX	XT PAGE				

WHAT WAS THE MALFUNCTION?

Incident - Mid-air entanglement with premature activation of the MIRPS.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Failure to maintain separation.
 Did not follow proper rules of the air.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Retrain of five points of performance during sustained airborne training.

. UNIT BEING AIRLIFTED					CENERAL						
			2. DEPARTU	JRE AIF	GENERAL	3.	DATE	14.	TYPE ACFT	5	. ACFT SER NO.
				, , , , , , , , , , , , , , , , , , ,		"		1	UH-1H	1	
. OPERATION/EXERCISE			1		7. DZ AND LOCATION	<u> </u>		1	8. DATE A		
								:			
). ACFT ALTITUDE (Feet)	10.	ACFT SP	EED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WI	NDS (A	(nots)	13. VISIBIL	TY (Feet/Miles)
1500 AGL		50	Knots		214		6-91	Kno	ts	Un	limited
l.					PERSONNE	L					
4. NAME (Last, First, MI),	GRADE,	SSAN, 8	k UNIT	15	. EQUIPMENT WORN BY J	UMP	ER	Ī	16. JUMPER	R'S POSITION	I IN ACFT
					No	<u>1e</u>				Lift 6 I	PO 4
17. TYPE PARACHUTE (Specify)	18.				TYPE MALFUN	CTIO	N				19. NO. JUMPS
		SEMI	INVERSION '		INVERSION	\perp	CIGARETTE ROLL		OTHER ((SPECIFY)	Į
		PILO	T CHUTE		BLOWN SECTION		BROKEN SUSPEN	-	Accide	ntal acti-	
MC1-1C		<u> </u>	·		L	\perp	SION LINE		vation	of reserve	25
0. TYPE OF RESERVE	21.		E FUNCTION-		22. RESULTING INJUR	Y					
			xplain in								
MIRPS			YES] NO			Ŋ	Von	e		
	_						1		_		
BUTTON ON	S IN HIS	PRO SLE	PER PO	OSIT AUC	more space is nee FION PREPAR BHT THE RIP C ELY TOUCHEI	EI COl	O TO LAN RD GRIP	D. U ANI	JPON DACT	IVATE	
JUMPER WAS BUTTON ON	S IN HIS	PRO SLE	PER PO	OSIT AUC	- ΓΙΟΝ PREPAR 3HT THE RIP C	EI COl	O TO LAN RD GRIP	D. U ANI	JPON DACT	IVATE	
JUMPER WAS BUTTON ON	S IN HIS	PRO SLE	PER PO	OSIT AUC	- ΓΙΟΝ PREPAR 3HT THE RIP C	EI COl	O TO LAN RD GRIP	D. U ANI	JPON DACT	IVATE	

WHAT WAS THE MALFUNCTION?

Incident - MIRPS deployed on the ground after soldier landed. Claimed button on sleeve accidently deployed reserve.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Soldier accidently reached for MIRPS and grabbed the ripcord grip instead of the carrying handle.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain and emphasize during sustained airborne training the recovery of equipment.

2. DEPARTURE AIRFIELD 3. DATE 4. TYPE ACFT C-182 5. ACFT SER NO. C-182 6. OPERATION/EXERCISE 7. DZ AND LOCATION 8. DATE AND TIME 6. ACFT ALTITUDE (Feet) 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (Feet/Miles) 8,000 ft AGL 80 Knots 118 Feet MSL 6 Knots Unrestricted 11. PERSONNEL 14. NAME (Last, First, MI), GRADE, SSAN, & UNIT 15. EQUIPMENT WORN BY JUMPER 16. JUMPER'S POSITION IN ACFT 8-22Z, Slick Solo	i e e e e e e e e e e e e e e e e e e e					CENERAL						
C-182 3. ACFT ALTITUDE (Feet) 8. DATE AND TIME 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (Feet/Miles) 8. DATE AND TIME 14. NAME (Last, First, MI), GRADE, SSAN, & UNIT 15. EQUIPMENT WORN BY JUMPER 16. JUMPER'S POSITION IN ACFT 17. PE PARACHUTE (SDecify) 18. TYPE MALFUNCTION 19. NO. JUMPER'S POSITION IN ACFT			2. DEPARTU	RE AIR	GENERAL	3.	DATE	4. TYPE	ACFT	5.	ACFT SER NO	
7. DZ AND LOCATION 8. DATE AND TIME 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (FeetIMiles) 8,000 ft AGL 18 Feet MSL 18 Feet MSL 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (FeetIMiles) 13. VISIBILITY (FeetIMiles) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (FeetIMiles) 13. VISIBILITY (FeetIMiles) 14. NAME (Last, First, MI), GRADE, SSAN, & UNIT 15. EQUIPMENT WORN BY JUMPER 16. JUMPER'S POSITION IN ACFT 17. TYPE PARACHUTE 18. TYPE MALFUNCTION 19. NO. JUMPS 19. NO. JUMPS 10. TYPE OF RESERVE 10. TYPE OF RESERVE 11. DESCRIPTION OF MALFUNCTION 12. RESERVE FUNCTION 12. RESERVE FUNCTION 13. VISIBILITY (FeetIMiles) 14. NAME (Last, First, MI), GRADE, SSAN, & UNIT 15. EQUIPMENT WORN BY JUMPER 16. JUMPER'S POSITION IN ACFT 19. NO. JUMPS 19. NO.							"				1"	
ACFT ALTITUDE (Feet) 8,000 ft AGL 80 Knots 118 Feet MSL 6 Knots Unrestricted 1. PERSONNEL 4. NAME (Last, First, MI), GRADE, SSAN, & UNIT 15. EQUIPMENT WORN BY JUMPER 16. JUMPER'S POSITION IN ACFT B-22Z, Slick Solo 7. TYPE PARACHUTE (Specify) PILOT CHUTE B-22Z 10. TYPE OF RESERVE 21. RESERVE FUNCTION. ED PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) PROPERLY (Fig. No) None 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	. OPERATION/EXERCISE					7. DZ AND LOCATION	<u> </u>				TIME	
8,000 ft AGL 80 Knots PERSONNEL 1. PERSONNEL 1. SEQUIPMENT WORN BY JUMPER 1. B-22Z, Slick Solo 7. TYPE PARACHUTE												
PERSONNEL 4. NAME (Last, First, MI), GRADE, SSAN, & UNIT B-22Z, Slick B-22Z, Slick Solo 7. TYPE PARACHUTE IS. TYPE MALFUNCTION PILOT CHUTE BLOWN SECTION BROKEN SUSPEN. Line Over W/ SION LINE B-22Z 0. TYPE OF RESERVE 21. RESERVE FUNCTION ED PROPERLY (If "No" explain in item 31) Foot YES NO None 31. DESCRIPTION OF MALFUNCTION/FAILURE / DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	. ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	11	. DZ ELEVATION (Feet)		12. SURFACE WINDS	(Knots)) 13	3. VISIBILI	TY (Feet/Miles)
A. NAME (Last, First, MI), GRADE, SSAN, & UNIT B-22Z, Slick Solo 7. TYPE PARACHUTE (SDecify) B-22Z B-22	8,000 ft AGL		80]	Knots		118 Feet MSL		6 Knots	S		Unre	stricted
B-22Z, Slick Solo 7. TYPE PARACHUTE (Specify) B. TYPE MALFUNCTION SEMI-INVERSION INVERSION CIGARETTE ROLL OTHER (SPECIFY) PILOT CHUTE BLOWN SECTION BROKEN SUSPEN- SION LINE BLOWN Holes 93 12. RESERVE FUNCTION- ED PROPERLY (If "No" explain in item 31) Foot YES NO None 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	l.					PERSONNE	L					
18. TYPE MALFUNCTION SEMI-INVERSION INVERSION CIGARETTE ROLL OTHER (SPECIFY)	4. NAME (Last, First, MI), G	RADE,	SSAN, &	UNIT	15	EQUIPMENT WORN BY J	JMP	ER	16. JU	JMPER'S	POSITION	IN ACFT
18. TYPE MALFUNCTION SEMI-INVERSION INVERSION CIGARETTE ROLL OTHER (SPECIFY)												
SEMI-INVERSION INVERSION CIGARETTE ROLL OTHER (SPECIFY) B-22Z		_				B-22Z, S	Slic	<u>ck</u>		So	lo	
B-22Z 10. TYPE OF RESERVE PUNCTION- PROPERLY (If "No" explain in item 31)		18.				TYPE MALFUN	CTIO	N				19. NO. JUMPS
B-22Z 10. TYPE OF RESERVE Aerostar 28 Foot 11. RESERVE FUNCTION- ED PROPERLY (IF "No" explain in item 31) Foot 12. RESULTING INJURY 22. RESULTING INJURY None 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	ISDECTIVI		SEMI-II	NVERSION '		INVERSION	\perp	CIGARETTE ROLL	01	THER (SP	ECIFY)]
21. RESERVE FUNCTION. ED PROPERLY (If "No" explain in item 31) None 11. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in			PILOT	CHUTE		BLOWN SECTION		BROKEN SUSPEN-	L	ine Ov	ver w/	
Aerostar 28 Foot None None 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	B-22Z							SION LINE	В	Burn H	oles	93
Aerostar 28 Foot None None None 1. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	O. TYPE OF RESERVE	21.				22. RESULTING INJUR	Y					
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in	Aerostar 28		"No" exp	plain in		ļ						
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in					l NO	ł			Nor	ne		
Line over malfunction with several burn holes in the canopy. 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Undetermined. Jumper was in a good deployment attitude. The parachute had been rigged in						<u> </u>			1 101			*
	accordance with	n the	syste	ms' Tecl	nnic	al Order.						

WHAT WAS THE MALFUNCTION?

Line over canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

This type of canopy during deployment breathes or flutters which caused a line to be sucked over and routed over canopy.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not to be used a routine jumping parachute.

TAR&M/SA VOL II

					GENERAL						
UNIT BEING AIRLIFTED		2. DEPART	URE A	AIRF		3.	DATE	4.	TYPE ACFT		5. ACFT SER NO.
									C-182	2	
OPERATION/EXERCISE					7. DZ AND LOCATION			-	8. DATE A		
ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	-	11.	DZ ELEVATION (Feet)		12. SURFACE WIN	IDS (Knots)	13. VISIBI	LITY (Feet/Miles
8,000 AGL	l	80 Knots			118		6Kno	tc		Ţ	Inlimited
I.		oo Itilots			PERSONNE		OTTHO	LS		· · · · · · · ·	Jimiimed
4. NAME (Last, First, MI), GI	RADE,	SSAN, & UNIT	-	15. (EQUIPMENT WORN BY J	MF	PER		16. JUMPER	'S POSITIO	N IN ACFT
]	Non-standard/	vic	deo camera		Jun	npmas	ter
7. TYPE PARACHUTE (Specify)	18.				TYPE MALFUNG	_					19. NO. JUMP
		SEMI-INVERSION	1	┸	INVERSION	1	CIGARETTE ROLL		OTHER (SPECIFY)	
Non-Standard		PILOT CHUTE			BLOWN SECTION		BROKEN SUSPEN- SION LINE		Line	Over	2000
0. TYPE OF RESERVE	21.	RESERVE FUNCTION ED PROPERLY (IF			22. RESULTING INJUR	′			Line	<u>o voi</u>	
		"No" explain in item 31)									
Non-Standard		YES _] NO	0			No	<u>n</u> e			
					7						
32. CAUSE OF MAI Unknown	LFUN	NCTION/FAILU	RE ((If	more space is nee	de	d, continue o	n re	everse.)		
								<u>_</u>			
		CO)N′	TI	NUED ON N	EΧ	KT PAGE				

WHAT WAS THE MALFUNCTION?

Line over canopy on non-standard parachute.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Improper packing techniques.
 Possible speed packing.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Adhere to proper instructions of packing given by manufacturer. IP procedures.

A MANUT REMIS AND THE			a process	DE ***	GENERA		DATE		D/05 +		
1. UNIT BEING AIRLIFTED			2. DEPARTU	KE Ali	(FIELD	3.	DATE	4.	TYPE ACFT		5. ACFT SER NO.
C OPERATION/EVERGICE					Ta pa AND LOCAT			Щ,	C-182		
6. OPERATION/EXERCISE					7. DZ AND LOCAT	UN			8. DATE A	NU IIME	
9. ACFT ALTITUDE (Feet)	110	ACET SD	EED (Knots)	Ιı	1. DZ ELEVATION (Fe	at)	12. SURFACE V	VINDS /#	(note)	12 VISIBI	LITY (Feet/Miles)
	"			ľ	•	81)		-			
5.000 AGL		80 K	nots		118 PERSOI	JMEI	3-10	KIIC	ots	<u> </u>	000 (scat)
14. NAME (Last, First, MI), G	RADE	SSAN R	LIMIT	In	EQUIPMENT WORN		DER	1	16. JUMPER	e's positio	N IN ACET
14. MANUE (LESS), 1 // 31, MINJ. C		, 33/11, 4		1	. EQUITATE OF TOTAL	B1 701011		- 1			N III ACT I
				ı	B-22Z, ML	4 Sur	vival kit		Ç	Solo	
17. TYPE PARACHUTE	18.				TYPE MA					010	19. NO. JUMPS
(Specify)		SEMI-	INVERSION '	Т	INVERSION	T	CIGARETTE RO		OTHER A	SPECIFY)	1
		 	CHUTE		BLOWN SECTION	++	BROKEN SUSPE				1
B-22Z		1	GG.			ш	SION LINE		Hols brok	s, 2 en lines	85
20. TYPE OF RESERVE	21.	RESERVE	FUNCTION-	1	22. RESULTING I	NJURY			OTOK		0.5
	1	ED PRO	PERLY (If kplain in								
Aerostar 28 Foot		item 31	, 				None				
20 1001	j	Ш	YES	NO			INOIIC				
Canopy", he no exercised good	tice judg	d he h gemer	nad a tota nt, deploy	ıl in yed	version, hole his kit, and d	es, and id not	l two brok : jettison hi	en su is fou	spention in the spention in th	on line nodific	s. He cation.
32. CAUSE OF MAI Unknown	LFUN	ICTION	N/FAILURF	E (If	more space is	needeo	I, continue o	on rev	erse.)		
			CO	NT	INUED ON						

WHAT WAS THE MALFUNCTION?

Total inversion, holes in canopy, and two broken suspension lines.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient information. Flutter of canopy.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not to be used as routine parachute.

1.				CENERA:	_					
. UNIT BEING AIRLIFTED		2. DEPART	URE AI	GENERAL RFIELD	3.	DATE	4.	TYPE ACFT	ľ	5. ACFT SER NO.
							1	CH-53	$_{\mathrm{E}}$	
. OPERATION/EXERCISE		. 1		7. DZ AND LOCATION	1			8. DATE A		
). ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	_ [¹	1. DZ ELEVATION (Feet)		12. SURFACE WIN	-		13. VISIBI	LITY (FeetiMiles)
1500 AGL		80 Knots		200 Feet		6-8 K	Cno	ts	l	Unlimited
l. 14. NAME (<i>Last, First, MI</i>), G	DADE	CCAN PUNIT	1,	PERSONNE 5. EQUIPMENT WORN BY J		ED	1	16. JUMPER	'C BOCITIO	M IN ACET
14. AMME (Last, First, Mil), G	ILADE,	, 33214, & 01411	ľ	s. Egormen, work by	UNIT			10. JOHN E	. 3 7 0 31110	M IN ACT
				Holly	W	ood		5,	/ <u>3</u> Ran	np
17. TYPE PARACHUTE (Specify)	18.			TYPE MALFUN	стю	N				19. NO. JUMPS
13500.77		SEMI-INVERSION	1_	INVERSION	4	CIGARETTE ROLL		OTHER (SPECIFY)	
MC1-1B		PILOT CHUTE		BLOWN SECTION	١	BROKEN SUSPEN- SION LINE		Luman	on Enno	20
IVIC 1-1B	21	RESERVE FUNCTION		22. RESULTING INJUR	,	JON LINE		Jump	er Erro	20
	"	ED PROPERLY (If "No" explain in		22	-					
T-10	3	item 31)	٦							
1-10	_	YES	NO							
32. CAUSE OF MAL JUMPER WAS ATTEMPTED T ERROR	RU	NNING WI	· ΓΗ Ί	ГНЕ WIND WI	ΗE	N HE LAN	DE	D. HI		
		CC	ΝΊ	TINUED ON N	EX	KT PAGE				

WHAT WAS THE MALFUNCTION?

Incident - Running with the wind. Did not turn and hold before landing.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Lack of experience.
 Failed to follow points of performance and prepare to land attitude.

- 1. Ensure soldier receives proper training in respect to steerable parachutes.
 2. Retrain sustained airborne training.

<u> </u>					GENERAL	_		_			
. UNIT BEING AIRLIFTED		2. DEPART	URE A	NRFI		3.	DATE	1	TYPE ACFT Casa 2	17	5. ACFT SER NO.
5. OPERATION/EXERCISE		_I	**		7. DZ AND LOCATION	.		1	8. DATE A		
). ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	11.	DZ ELEVATION (Feet)		12. SURFACE WIN	DS (I	(nots)	13. VISIBI	LITY (Feeti M iles)
9,500		110	$oldsymbol{\bot}$		490 MSL		5			J	Inlimited
l.					PERSONNE						
14. NAME (Last, First, MI), G	RADE,	, SSAN, & UNIT			EQUIPMENT WORN BY J				16. JUMPER		1 Door
17. TYPE PARACHUTE (Specify)	18.				MC4/O2/Weaj			· ! 	111	uiiioci	19. NO. JUMPS
ISDECTIVI		SEMI-INVERSION	$oldsymbol{\perp}$	Ţ	INVERSION	\downarrow	CIGARETTE ROLL		OTHER (SPECIFY)]
MC-4		PILOT CHUTE			BLOWN SECTION		BROKEN SUSPEN- SION LINE		AR2 Activ	ation	79
20. TYPE OF RESERVE	21.	RESERVE FUNCTION ED PROPERLY (If "No" explain in			22. RESULTING INJUR	1					
MC-4		item 31)	7 NG	0			No	one	<u>,</u>		
	_					-					
The AR2 was in Possibility being while climbing t reaching the 80	the tha to al	OFF position that while on the titude the jun	n w e air	/he cra	en JMPI occure aft in all of the e switch was tur	ed a	and the load	ling ttin	g of the	noving	garound
		CO)N	ΤI	NUED ON N	EΧ	XT PAGE				

WHAT WAS THE MALFUNCTION?

Misfire of AR2.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Soldier did not recycle the AR2 (J/M student).

- Ensure proper procedures are followed.
 Ensure proper space for separation is maintained.

		1.	DEDARTS.	DE A15	GENERAL	13.	DATE E	A TYPE ACET		S. ACFT SER NO.
1. UNIT BEING AIRLIFTED		- 1	2. DEPARTU	KE AIR	riclu	* '	DATE	4. TYPE ACFT	- 1	S. ACHT SEK NO.
6. OPERATION/EXERCISE					7. DZ AND LOCATION	l		C-13	()	
,. O. LINETION/EXERCISE					DE AND LUCATION			10. DATE	AND HIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEE	D (Knots)	11	. DZ ELEVATION (Feet)		12. SURFACE WINDS	(Knots)	13. VISIBI	LITY (Feet/Miles)
12,500 feet AGL		130 k	nots		490 Feet MSL	,	5 Kn	ots	1	Unlimited
II.					PERSONNE		·		<u> </u>	
14. NAME (Last, First, MI), G	RADE,	SSAN, & U	NIT	15	EQUIPMENT WORN BY	UMPI	ER	16. JUMPE	R'S POSITIO	N IN ACFT
	r			1_	<u> ICR</u>			<u> </u>		.
17. TYPE PARACHUTE (Specify)	18.	r			TYPE MALFUN	СТЮ		T		19. NO. JUMPS
	_	 	VERSION '	╂┼	INVERSION	+	BROKEN SUSPEN-	OTHER	(SPECIFY)	-{
SF-210		PILOT C	HUIE		BLOWN SECTION		SION LINE	Rag	lock	1000
20. TYPE OF RESERVE	21.	RESERVE F	UNCTION-		22. RESULTING INJUR	<u>γ</u>		Dag	TOCK	1000
		ED PROPE								
Raven II-M		item 31)	ES 🗍	NO		N	None			
Ravell II W	<u> </u>	، بک		NO			vone			,
32. CAUSE OF MA	ent	TRI, I	found t	he l	eft toggle was r	nisı	rigged causir	ng it to lo	ock. Th	e malfunc-
			co	NT	INUED ON N	EX	T PAGE			

WHAT WAS THE MALFUNCTION?

Bag Lock.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Improper packing.
 Left toggle caused bag to lock.
 Overstowing of toggle.

- Tacking down finger trap if toggle fits through.
 Ensure that toggle is not placed too far into fingertrap.

1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s	2. DEPARTUI		7. DZ AND LOCATION	3.	DATE	C-130 B. DATE A)	5. ACFT SER NO.
6. OPERATION/EXERCISE 9. ACFT ALTITUDE (Feet) 1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s	CFT SPEED (Knots)		7. DZ AND LOCATION	3.	DATE	C-130)	S. ACFT SER NO.
9. ACFT ALTITUDE (Feet) 1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s				<u>1</u>				
9. ACFT ALTITUDE (Feet) 1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s		1				8. DATE A	ND TIME	
1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s		1				1		
1,000 AGL II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	e, s		Ι.	1 DZ ELEVATION (Coot)		12. SURFACE WINDS	(Knots)	12 VISIBI	.ITY (Feet/Miles)
II. 14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C	E, S	130 KIAS		1. DZ ELEVATION (Feet)			-		•
14. NAME (Last, First, MI), GRAD 17. TYPE PARACHUTE (Specify) MC1-1C				168 MSL		220/	05	7 M	ıles
17. TYPE PARACHUTE (Specify) MC1-1C		CAN GUANT	1.,	PERSONNE		NC 0	Les manse	YC BOCITIO	A. IN A CET
(Specify) MC1-1C	3.	SAN, & UNII	'	i. EQUIPMENT WORN BY J	UMI	'EK	16. JUMPEI	R'S POSITIO	N IN ACFI
(Specify) MC1-1C	3.		1	Rucksack, we	ar	on K-not		5 of 6	5
(Specify) MC1-1C	э.			TYPE MALFUN	- 1		1	5 of 6	19. NO. JUMPS
	Т		_		T		T		- 19. NO. JOMPS
	┿	SEMI-INVERSION	-	INVERSION	┽	CIGARETTE ROLL	OTHER	(SPECIFY)	-{
	١	PILOT CHUTE		BLOWN SECTION	1	BROKEN SUSPEN- SION LINE		n Contro	
	1 8	ESERVE FUNCTION		22. RESULTING INJUR	Ť		Line E	ridle	65
24 Foot Troop	Ε	ED PROPERLY (If "No" explain in			•				
Reserve Para-		tem 31)							
chute		YES	NO			None			
	-		<u> </u>						
Jumper made a sa 32. CAUSE OF MALFUN Harder than normal at connection to got qualified Air Force	NC lo	TION/FAILURE pening shock #6. Post mal	(If	more space is need	led l L	, continue on re ine Bridle to t	verse.) ear awa	y from	stitching
		СО	NT	INUED ON N	EX	KT PAGE			

WHAT WAS THE MALFUNCTION?

Broken control line.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Control line could have been a little short.
- Packer error.
 Control line not properly stitched to canopy.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

During inspection and packing procedures, dress the canopy and make sure control line is the proper length. Also the risers should remain flat. (tension applied)

											*
l.					GENERAL	_					
1. UNIT BEING AIRLIFTED		2. DEPA	RTUR	E AIR	FIELD	3.	DATE	4.	TYPE ACFT		5. ACFT SER NO.
									C-1'		
6. OPERATION/EXERCISE					7. DZ AND LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10. A	CFT SPEED (Kno	ts)	11	. DZ ELEVATION (Feet)		12. SURFACE W	INDS (A	(nots)	13. VISIBI	LITY (Feet/Miles)
800 Feet		Unknown		1	377 Feet		3-5	Kno	ts] 1	Unknown
II.	····	CIMILO VVII			PERSONN	EL					
14. NAME (Last, First, MI), (RADE, S	SSAN, & UNIT		15.	EQUIPMENT WORN BY	JUMI	PER	1	16. JUMPER	'S POSITIO	N IN ACFT
				1							
				1	Rucksa	·k	LBE		Unk	cnown	
17. TYPE PARACHUTE	18.				TYPE MALFU				OIII		19. NO. JUMPS
(Specify)	1,5		. 1			1			07::		- 3. 40. 70 m/s
	-	SEMI-INVERSIO	<u>N</u>		INVERSION		CIGARETTE ROL		OTHER (SPECIFY)	4
T 10C		PILOT CHUTE	- 1		BLOWN SECTION		BROKEN SUSPEI	N -	1		
T-10C	44				·	Ц	SION LINE		<u></u>		1
20. TYPE OF RESERVE		RESERVE FUNCTION ED PROPERLY (#			22. RESULTING INJU	RY					
	1	"No" explain in item 31)									
MIRPS		X YES	\neg	NO			Non	e			
							1,011				
was unaware of 32. CAUSE OF MAI Upon TRI, no d small (3/4 inch)	LFUNG	CTION/FAIL	ure ind ((If	more space is ne	ease	assembly	. The	e main	canop s withi	y had a n tolerance
		(CON	NT]	INUED ON N	ŒΣ	XT PAGE				

WHAT WAS THE MALFUNCTION?

MIRPS left connector snap not connected to D-ring. Also, jumper states that one canopy release assembly was not connected.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Connector snap could have been unhooked by jumper during inflight. During JMPI, the J/M could have accidently unsnapped the hook when checking for proper tension.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Malfunction NCO training. Not enough information on report.

l.					GENERA	L					
1. UNIT BEING AIRLIFTED			2. DEPARTU	RE All	RFIELD	3.	DATE	4. 1	YPE ACFT	19	. ACFT SER NO.
									C-13	30	•
6. OPERATION/EXERCISE					7. DZ AND LOCATI	ON	•		8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	1	1. DZ ELEVATION (Fee	t)	12. SURFACE WIN	DS (K	nots)	13. VISIBIL	ITY (Feet/Miles)
800 Feet AGL		130	Knots		238 Feet M	SL	Caln	n		19001	Feet/6 Mile
II.					PERSON	NEL	······································				
14. NAME (Last, First, MI), GI	RADE,	SSAN, &	UNIT	119	S. EQUIPMENT WORN	BY JUMF	ER	1	6. JUMPER	'S POSITIO	N IN ACFT
					M-1950, Ali	e Pa	ck Helmet				
					LCE	oc i a	on, 11011110t,	- 1	Jmp	8/LD	oor
17. TYPE PARACHUTE	18.				TYPE MAL	FUNCTIO	N				19. NO. JUMPS
(Specify)		SEMI-II	NVERSION '	Т	INVERSION	\top	CIGARETTE ROLL		OTHER (SPECIFY)	1
			CHUTE	†	BLOWN SECTION	77	BROKEN SUSPEN-				1
T-10C							SION LINE		Stre	amer	17
20. TYPE OF RESERVE	21.	RESERVE	FUNCTION-		22. RESULTING II	JURY			Suc	arrici	1, 1/
		ED PROP			ì						
MDDG		item 31)					N				
MIRPS			YES	NO			None				
					7						
landed was no mormal deployed net. There was no site. The jumper then activated hi MIRPS was fou Section 5, Gore repair would req way cause the m	con star s re nd 1 19 h	nfigur ebris f ted that serve to hav ad sli	ation. Tound in at he exi parachue zero de ght sepa	he latted ate. efication wi	ower lateral be anti-inversion the aircraft, on Both parachusiencies. The on from the rath a small cha	and very net, and very net, and the system of the system o	vas not entar inside the c ed to 4, and stems receiv C system had seam measu wrap. The d	ngle and felt /ed d or ring am	d with opy, or no ope a 100% aly one g 2 incl aged a	the ant on the ening s & TRI. small nes in l	i-inversion landing hock. He The deficiency. ength. The not in any

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

After completing a 100% TRI of the T-10C parachute there was no definite proof of what caused the malfunction. It is possible that during the deployment phase, a tension knot formed on its own in the anti-inversion net / lower lateral band area. Another possibility is that when the canopy was placed into the deployment bag, the anti-inversion net / lower lateral band was inadvertently positioned in a configuration that could have facilitated the formation of a tension knot during the deployment sequence. This could be caused by the anti-inversion net becoming entangled with the lower lateral band, one or more of the pocket bands, or a small portion of the canopy. However, when the MIRPS fully deployed, the main canopy relaxed, which allowed the tension knot to work itself free. Since there was no damage to the canopy or suspension lines, the information available does not validate either of these possibilities.

ANALYSIS: 23

WHAT WAS THE MALFUNCTION?

Streamer. No lift capability.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

During packing, the anti-inversion net could have been routed over V-tab or pocket bands routed back into net causing it to stay closed at the lower lateral band.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Proper dressing of net, internal SOPs for additional check of pocket bands.

				GENERA					
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE Al	RFIELD	3.	DATE	4. TYPE ACE H-6	1	S. ACFT SER NO.
6. OPERATION/EXERCISE		•		7. DZ AND LOCATIO	N		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. /	ACFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)	12. SURFACE WIND	S (Knots)	13. VISIBIL	ITY (Feet/Miles)
6000 Feet AGL	<u> </u>	70 Knots	丄	SL - 0		Calm		1	Clear
II.				PERSON	MEL				
14. NAME (Last, First, MI), GF	ADE,	SSAN, & UNIT	11	s. equipment worn e Wetsuit and	l wat	ter	16. JUMPE	R'S POSITIO	N IN ACFT
· · · · · · · · · · · · · · · · · · ·	r		1	survival equ	ipm	ent	1	·	Last
17. TYPE PARACHUTE (Specify)	18.			TYPE MALF	UNCTIC	ON .			19. NO. JUMPS
		SEMI-INVERSION	ļ	INVERSION	+	CIGARETTE ROLL	OTHER	(SPECIFY)	4
MT-1X		PILOT CHUTE		BLOWN SECTION		BROKEN SUSPEN- SION LINE			200
20. TYPE OF RESERVE	21. (RESERVE FUNCTION- ED PROPERLY (If "No" explain in		22. RESULTING IN	URY				
X		item 31) YES	NO			None			
	<u> </u>	YES	NU			110116			
				7.2	<u>-</u> -				
This was a plan eters; no addition deployed the air states the canop to be severely two spreading canopinitiated cutawa canopy partially 32. CAUSE OF MAI	nal craf y w viste y ri y pr dep	equipment was ft stable and das slow to depend placing himsers. Jumper to coedures and ployed and lin	eployoloyoloyoloyoloyoloyoloyoloyoloyoloy	yorn beyond no oyed main para y and never ful y as a spinning m visualized mu ely landed und appeared to be	orma achur ly op otion ltiple er re over	I water safety te 5 seconds a bened. Jumpe 1. Jumper atte e knots and en eserve canopy the canopy.	equipmonth equipmonth	ent. Jum loyment parachu o bicycle ents. Jun I person	tper . Jumper te appeared out while mper nel stated
Canopy was recover the parachit damage to the canopy was del	ite v inoj	with a jet ski p py when it wa	ulli s cu	ing the canopy at from the im	into elle	the jet drive. rs. Cause of the	This ca	used ad	ditional
		CO	NT	TINUED ON	NΕΣ	KT PAGE			

WHAT WAS THE MALFUNCTION?

Partially deployed main with multiple tension knots.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient evidence. Possible packing error.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

 $(Packing\ Process)\ Need\ more\ information\ (Age\ life\ of\ canopy,\ number\ of\ jumps,\ water\ jumps,\ etc.)$

					GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE All	RFIE	LD	3.	DATE	4	. TYPE ACFT		5. ACFT SER NO.
						L			C-1		
6. OPERATION/EXERCISE					7. DZ AND LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	11	11. D	Z ELEVATION (Feet)		12. SURFACE	WINDS	(Knots)	13. VISIB	LITY (Feet/Miles)
10,000 AGL		Unknown			Unknown			Calr	-		estricted
10,000AGL II.		Clikilowii	L_	-	PERSONNI	L	<u> </u>	Can	Ц	UIII	csurcicu
 14. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT	19	5. EC	QUIPMENT WORN BY		PER		16. JUMPEI	R'S POSITIO	ON IN ACFT
			1								
			1		No	ne					
17. TYPE PARACHUTE	18.				TYPE MALFU	CTIC	ON		<u> </u>	•	19. NO. JUMPS
(Specify)	Г	SEMI-INVERSION	Т	Π	INVERSION	٦	CIGARETTE RO	LL	OTHER	(SPECIFY)	
	Г	PILOT CHUTE	T		BLOWN SECTION	\neg	BROKEN SUSP	EN-	D-bag	lock/	
MC-4]					SION LINE		_	line twi	sts
20. TYPE OF RESERVE	21.	RESERVE FUNCTION-			22. RESULTING INJU	Υ					
		"No" explain in item 31)									
MC-4		YES] NO						No	ne.	
	_			_		-			1,01		
the cells were in turn. He attempt several seconds, approximately 2 canopy deployed. 32. CAUSE OF MA Suspect the sev the D-bag lock. inspected.	ed to the 100 l wir	o correct the latest twisted lines of feet AGL the thout incident NCTION/FAILUI	ine wer jun t. RE (I	twere mp	rists by spread not corrected her initiated the nore space is not luced by the I	ling an e c	g the riser d canopy utaway pr ed, continue oag lock. S	s and was coced	l bicycli uncontr lures. T everse.)	ing his rollabl he Res	feet. After e. At serve
								_			
		CO	NT	ΓIN	NUED ON N	EΣ	XT PAGI	C			

WHAT WAS THE MALFUNCTION?

Main bag lock. Twisted lines.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Improvement of packing.
 Suspension line stows too long.
 Lines twisted due to airflow.

- 1. Ensure proper pack procedures are followed.
- 2. Ensure quality checks are made on bag closing and line stowing.

				GENERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE All	RFIELD	3.	DATE	4. TYPE ACE C-130		5. ACFT SER NO.
6. OPERATION/EXERCISE				7. DZ AND LOCATION	•		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	l	ACFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WINDS		1	ILITY (Feet/Miles)
12.500 Feet AGL	<u> </u>	130 Knots	丄	87 Feet MSL		4-6 Kno	ts	Un	limited
II.			_	PERSONNE					
14. NAME (<i>Last, First, MI</i>), GR	ADE, S	SSAN, & UNIT	15	5. EQUIPMENT WORN BY J	UMP	ER	Thre	ee way	group exit/
	_		1	Slick		 	one	pass	
17. TYPE PARACHUTE (Specify)	18.			TYPE MALFUN	CTIO	N			19. NO. JUMPS
	\vdash	SEMI-INVERSION	 	INVERSION	4	CIGARETTE ROLL	OTHE	(SPECIFY)	_
MT1-X/S		PILOT CHUTE		BLOWN SECTION		BROKEN SUSPEN- SION LINE		chute hesi Broken lir	ta- S/L-30 ne F/F-68
20. TYPE OF RESERVE		ESERVE FUNCTION- ED PROPERLY (If "No" explain in		22. RESULTING INJUR	Y				
MT1-X/S		item 31) X YES	NO			N	one		
NOTICED ONLY TO PUMPED BRAKE BUT TWO RIGHT SPIN BY PULLING CUTAWAY PROCEMENT INSPECTION RIGHT FRONT AA 32. CAUSE OF MAI SEAL TEAM FIVE	S IN CEI G LE EDU ON R AND FUN	AN ATTEMPT LLS. STILL IN A FT REAR RISE RES AND LAN EVEALED THI B LINES.	TOAHA RW DE REE	INLFATE CANOI ARD RIGHT HAN /ITH NO RESULT D ON DROP ZONI BROKEN LINES. f more space is ne	PY. DT S. A E W AL	JUMPER MAN URN, JUMPER AT 2000 FEET A JO INCIDENT. LTHREE BROI d, continue on	NAGED ATTEM GL, JUN POST R KEN LIN	TO INF MPTED T MPER PE ECOVE NES WEI	LATE ALL TO CORREC' ERFORMED RY EQUIP- RE THE
MALFUNCTION USED ON MALFU SERVICE (PIS) 2/9 MEND REMOVIN LESS OF THE AM IS UNKNOWN. M 13-1-21 (1SEP87).	FOR JNC 95. P IG FI IOUI IEM	THE BURBLE TIONING PAR ILOT CHUTE I ROM SERVICE NT OF SERVIC BER PACKED	AP AC OID AL E LI PAI	PEARS TO BE WE HUTE WAS MAN NOT CONTAIN T L PILOT CHUTES IFE LEFT ON THE RACHUTE USING	AK UF HE MA M.	APILOT CHUTI ACTURED (DO LARGE DIAM ANUFACTURE THE CAUSE C OCEDURES A	E SPRIN OM) 5/89 ETER SI D BEFO OF THE I S OUTI	G. PILO AND P PRING. RE 1991 BROKEI LINED II	T CHUTE LACED IN RECOM- REGARD- N A/B LINES N NAVAIR
		CO	NT	'INUED ON N	EX	TT PAGE			

WHAT WAS THE MALFUNCTION?

Burble - Three lines were broken causing a partial inflation of canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Possible weak pilot parachute.
 Service life of parachute causing lines to break.

- Check age of life of canopies.
 Ensure correct pilot parachutes are utilized.
 Remove all pilot parachutes manufactured before 1991.

I.					GENERAL					
1. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIR	FIELD	3.	DATE	4. TYPE ACFT		5. ACFT SER NO.
								Casa		
6. OPERATION/EXERCISE					7. DZ AND LOCATION			8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10	ACET SOF	ED (Knots)	L	. DZ ELEVATION (Feet)		12. SURFACE WINDS	(Knots)	12 VISIB	ILITY (Feet/Miles)
12,500 Feet AGL	ı		Knots	- ['	490 feet MS	_	Cal			
II.	1	1101	XIIOIS		PERSONNE		<u>Cal</u>	111	1	Jnlimited
14. NAME (Last, First, MI), GF	ADE,	SSAN, &	UNIT	15	EQUIPMENT WORN BY J		ER	16. JUMPE	R'S POSITIO	ON IN ACFT
					AR2/Altime MC4 Parac			2nd	Pass/2	nd Jumper
17. TYPE PARACHUTE	18.				TYPE MALFUN			2114	1 400/2	19. NO. JUMPS
(Specify)		SEMI-II	NVERSION '		INVERSION	Τ	CIGARETTE ROLL	OTHER	(SPECIFY)	
		PILOT	СНИТЕ	П	BLOWN SECTION	T	BROKEN SUSPEN-	Α	R2	
MC4	<u>L</u>					\perp	SION LINE	F	iring	104
20. TYPE OF RESERVE	21.	RESERVE ED PROP	FUNCTION- PERLY (#		22. RESULTING INJUR	Y				
		"No" exp item 31)								
MC4		X	YES	NO			None			
										
After performin parachute was fe 2,000 feet MSL TM 10-1670-30 possibility of a h	g a oun on 05-2	100 pod to both the alto 23&P	ercent ir e in the u titude di and no c	nspe up p al. I	ction on the MO osition. Upon The AR2 was re ciencies were fo	C4 Turt mo	parachute sys ther investiga oved from the	stem, the	e AR2 and te	was set at ested IAW
			CO	NT	INUED ON N	EX	KT PAGE			

WHAT WAS THE MALFUNCTION?

Activation of AR2.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Low pull (student jumper), snivel, slow opening, porosity.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Pull at correct altitude. For students, change pull altimeter from $4000\,AGL$ to $4500\,AGL\text{-}MSL$.

					_			<u> </u>				
Ι.						GENERAL						
1. UNIT BEING AIRLIFTED 2. DEPARTUR					RFIE	LD	3. 0	DATE	4.	YPE ACFT	- 1	S. ACFT SER NO.
									Ц,	C-13		
6. OPERATION/EXERCISE						. DZ AND LOCATION				8. DATE A	ND TIME	
D ACCT ALTITUDG (5)	1			1.		7.51.514.710.11.75		La cuesa es munis	26.66		12 146 PM	APPLIANCE AND ALL A
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	l l		ED (Knots)	'		Z ELEVATION (Feet)		12. SURFACE WIND	-	-		ITY (Feet/Miles)
	1	130	Knots		4	90 Feet MSL		10 Kr	iot	S	Unl	mited
II.	NA D.F.	CC 4 41 . 0	LIBRAT	1		PERSONNEI			Τ.	I6. JUMPER	'C BOCITIO	N IN ACCT
14. NAME (Last, First, MI), GI	WDE,	33AN, Q	ONT	- ['					ı	IG. JUMPEN	3 7031110	N IN ACT
				1		R2/Altimeter MA Ć4 Parachute Sv			1	2nd	Pass/4	th Jumper
17. TYPE PARACHUTE	18.				1 V I	C4 Paracnute SV				21IQ .	L GOO! T	19. NO. JUMPS
(Specify)		SEMI-I	NVERSION '	Т	Г	INVERSION	_	CIGARETTE ROLL		OTHER (SPECIFY)	1
		 	CHUTE		۲,	BLOWN SECTION	╅	BROKEN SUSPEN-			1 /	1
MC4		1	- · -		<u>ا</u> ا			SION LINE		AR2	Firing	7th
20. TYPE OF RESERVE	21.		FUNCTION-	-	٦	22. RESULTING INJURY	′					, 411
		"No" ex			1							
MC4	1	item 31)								Nor	10	
WIC4		لكا	YES	NO	_1					INOI	IC	*
32. CAUSE OF MAI A 100 percent in found. The AR2 and was found to 10-1670-305-23 armed well above	spe (Au be &P	ction itoma actua and r	was perf tic Activ ated. The no deficie	forration Al	ne on R2	d on the MC4 Device) was s was removed s were found.	pa set a l fre The	rachute system 2,000 feet om the system instructor	ten t M em sta	n and n ISL on and te ited tha	the alt	tude dial W TM
			CO	NT	TIN	NUED ON NI	EX	T PAGE				

WHAT WAS THE MALFUNCTION?

Activation of the AR2.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Low pull/snivel (student jumper), slow opening, porosity.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

For training, change pull altitude from 4000 to 4500. 4500 feet at MFF School

TAR&M/SA VOL II

1					GENERAL						
I. 1. UNIT BEING AIRLIFTED		I	2. DEPARTU	RE AIR		3	. DATE	4.	TYPE ACFT	1	5. ACFT SER NO.
		1							UH-6	<u></u>	
6. OPERATION/EXERCISE		1			7. DZ AND LOCATION	1.			8. DATE A		
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEE	D (Knots)	11	. DZ ELEVATION (Feet)		12. SURFACE WI	NDS (i	(nots)	13. VISIB	LITY (Feet/Miles)
10,000 Feet		9	00		435		1	12		Un	limited
II.					PERSONN	L					
14. NAME (Last, First, MI), G	RADE,	SSAN, & L	JNIT	15	EQUIPMENT WORN BY	JUM	PER		16. JUMPER	'S POSITIO	ON IN ACFT
						_					
					C/E M16 A	.2 ((rubber)			4th	/1st pass
17. TYPE PARACHUTE (Specify)	18.				TYPE MALFUI	ICTIO	ON				19. NO. JUMPS
	<u> </u>	SEMI-IN	VERSION '	Щ	INVERSION	_	CIGARETTE ROLL	·	OTHER (SPECIFY)	_
		PILOT	HUTE		BLOWN SECTION	١	BROKEN SUSPEN	l-	Flippe	ed	
MC-5 S/L	<u> </u>	<u> </u>					SION LINE		throu	gh rise	rs 61
20. TYPE OF RESERVE	21.	RESERVE F	UNCTION- ERLY (#		22. RESULTING INJU	RY					
		"No" exp item 31)	lain in								
MC-5			ES	NO				N	Vone		
left side of his can jumper determined can opy away are injuries. 32. CAUSE OF MAIN Poor exit proce	ned nd tl	the cathe rese	nopy warve ope	as u enec	ncontrollable, properly. Jun	ısiı ipe	ng proper p er was able	roce to la	edures l and on z	ne cut l	nis main
			со	NT	INUED ON N	Έ	XT PAGE				

WHAT WAS THE MALFUNCTION?

Jumper flipped through risers.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad exit, due to improperly or poorly rigged equipment (weapon.)

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

USMC no longer jumps exposed weapons with the MC-5 S/L parachute. The USMC has developed a modified M-1950 weapons case to use with the MC-5. A different exiting body position should be tested.

I.					<u> </u>	-					
. UNIT BEING AIRLIFTED		2. DI	EPARTUI	RE AIR	GENERAL	3.	DATE	4.	TYPE ACFT		5. ACFT SER NO.
. Own being Amen Teb			.,	ne A.				1	UH-6	^	J. Act 1 Sex No.
5. OPERATION/EXERCISE					7. DZ AND LOCATION	1			8. DATE A		
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (K	nots)	11	. DZ ELEVATION (Feet)		12. SURFACE WI	NDS (Knots)	13. VISIB	ILITY (Feet/Miles)
10,000		90			435		1	2		Un	imited
l.					PERSONNE						
14. NAME (Last, First, MI), (iRADE,	SSAN, & UNIT		115.	EQUIPMENT WORN BY	UMP	ER		16. JUMPER	r's POSITI	ON IN ACFT
				1	CE M16A2	(ru	bber)			1/4tk	jumper
17. TYPE PARACHUTE	18.				TYPE MALFUN	· ·				1/71	19. NO. JUMPS
(Specify)		SEMI-INVER	SION '	П	INVERSION	Т	CIGARETTE ROLL		OTHER (SPECIFY)	7
		PILOT CHUT	Έ	П	BLOWN SECTION	T	BROKEN SUSPEN		flippe	d	7
MC-5 S/L	<u> </u>			Ш			SION LINE			gh rise	rs 28
20. TYPE OF RESERVE	21.	RESERVE FUNC			22. RESULTING INJUI	RY					
		"No" explain . item 31)	in								
MC-5	į	YES		NO					Nor	ne	
injuries. 32. CAUSE OF MAI Poor exit proce			ILURE	E (If	more space is neo	eded	l, continue oi	n re	verse.)		
								_			
			CO	NT	INUED ON N	EX	XT PAGE				

WHAT WAS THE MALFUNCTION?

Jumper flipped through his risers upon exit. Harness shifted off jumper's shoulder.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper body position upon exit.
 Improper fit of the parachute harness.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

 Review exiting body position with MC-5 S/L parachute system.
 Jumpmaster checks should ensure proper fit and wear of the parachute harness.

					GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTI	URE AI	RFIE	.D	3	. DATE	4.	TYPE ACFT	- 1	S. ACFT SER NO.
						1			C-130		
6. OPERATION/EXERCISE				1	. DZ AND LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1,	11. D	Z ELEVATION (Feet)		12. SURFACE	WINDS	(Knots)	13. VISIBI	.ITY (Feet/Miles)
10,000		125			435			10			nlimited
10,000 II.		123			PERSONN	F L	<u> </u>	10		L <u></u>	Illilliaca
 14. NAME (Last, First, MI), G	RADE,	, SSAN, & UNIT]1	5. EQ	UIPMENT WORN BY		PER		16. JUMPER	'S POSITIO	N IN ACFT
			1								
					· C	ΕC)2			_ 1	st/2nd
17. TYPE PARACHUTE	18.				TYPE MALFU	NCTIC	ON			•	19. NO. JUMPS
(Specify)		SEMI-INVERSION	Τ		INVERSION		CIGARETTE R	OLL	OTHER (SPECIFY)	
		PILOT CHUTE		6	LOWN SECTION	П	BROKEN SUS	PEN-	jumpe	r decide	ed
MC-5 S/L	↓	<u></u>		Ļ		Ш	SION LINE		to cut	away	111
20. TYPE OF RESERVE	21.	RESERVE FUNCTION- ED PROPERLY (#			22. RESULTING INJU	RY					
		"No" explain in item 31)		١							
MC-5		YES] NO	.					1	Vone	
						-					
Harness impropagnopy.	perly	y fitted and sh	nifte	ed o	ff shoulder	Jun	nper was	not in	a spin a	and ha	d a good
								_			
		CO)NT	ГІЛ	UED ON N	JEV	VT DA C	F			

WHAT WAS THE MALFUNCTION?

Parachute harness improperly fit to jumper and line twist upon opening.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Parachute harness assembly improperly fit.
 Jumper inexperience could have contributed to the decision to cut away.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Jumpmaster check should ensure proper fit and wear of the parachute harness.

					Z	-					
l					GENERA						
1. UNIT BEING AIRLIFTED		2.	DEPARTU	RE AIF	RFIELD	3	. DATE	4.	YPE ACFT		5. ACFT SER NO.
									C-130		
6. OPERATION/EXERCISE					7. DZ AND LOCATIO	N			8. DATE A	ND TIME	
							,				
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED ((Knots)	1	1. DZ ELEVATION (Feet)	12. SURFACE W	•	-	13. VISIB	ILITY (FeetiMiles)
13,000	<u></u>	<u>.</u>		丄	293		6-12	Kno	ots	L	Broken
II.				1	PERSON			1			
14. NAME (Last, First, MI), GF	IADE,	SSAN, & UNI	ĭ	115	i. EQUIPMENT WORN E	MUL Y	PEK		I6. JUMPER	r's POSITIO	ON IN ACFT
				1	FLIGHT S	רוו וי	Γ A NID MC	۱,	E	TPGT	/#SIX
17. TYPE PARACHUTE	18.				TYPE MALE			/ -4 [Г	IKSI	/#SIA 19. NO. JUMPS
(Specify)	18.	65141 1111/6	BCION'	·		ONCIL			OTHER (CDC CIEVA	
	-	SEMI-INVE		╁	INVERSION	╁┤	CIGARETTE ROL		OTHER (SPECIFY)	-
MC-4	l	PILOT CHI	JIE		BLOWN SECTION	Ш	BROKEN SUSPER	٧-	Bag	Lock	110
20. TYPE OF RESERVE	21.	RESERVE FUN	ICTION	لببا	22. RESULTING IN	URY			Bug	Lock	110
		ED PROPERL "No" explain									
MC-4		item 31)									
MC-4		YES	لِــا	NO	<u> </u>				No	ne	
					 z						
32. CAUSE OF MAI I WOULD SAY RETAINER BA	Τŀ	HAT TH	E PA	RT	WHERE TH	E LI	NES SPLI	T G(OT HU	ING U	JP IN THE
			СО	NT	INUED ON	NE:	XT PAGE	_			

WHAT WAS THE MALFUNCTION?

Bag lock

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper stowing of the locking stows. The bar tack where the lines cascade could have been what caused the lines and retainer band to lock.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Packing instructions in the TM is not clear. SF command is going to put in a 2028 reference locking stows and cascade tacks. Riggers should catch this deficiency on a rigger check.

						,					
l.					GENERAL						
1. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIR	FIELD	3. (DATE	4.	YPE ACFT		S. ACFT SER NO.
							Ţ	JH-1N	1		
6. OPERATION/EXERCISE					7. DZ AND LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	11	. DZ ELEVATION (Feet)		12. SURFACE WIN	DS (K	nots)	13. VISIBI	.ITY (Feet/Miles)
4,500 Feet AGL		65 I	KTS		2309 MSL		3 KT	Γ S		Unl	imited
II.					PERSONN	EL					
14. NAME (Last, First, MI), GR	ADE,	SSAN, & I	UNIT	15	. EQUIPMENT WORN BY	JUMPI	R	1	6. JUMPER	'S POSITIO	N IN ACFT
				1	Video Heln	net				First	
17. TYPE PARACHUTE	18.				TYPE MALFUI	NCTIO	١				19. NO. JUMPS
(Specify) PD 230 MAIN,		SEMI-IN	NVERSION '		INVERSION		CIGARETTE ROLL		OTHER (SPECIFY)	
TALON 2 HAR-		PILOT	CHUTE		BLOWN SECTION	П	BROKEN SUSPEN-		Tens	ion	103 S/L,
NESS/CONTAINER							SION LINE		Kno		4055 F/F
20. TYPE OF RESERVE	21.		FUNCTION-		22. RESULTING INJU	RY					
		ED PROP	olain in		1						
PD 193R		item 31)									
FD 193K		Δ	YES	NO	<u> </u>						
KNOT ON RIGHT SEVERALATTEM OF AFFECTED LINTHAT THE CANO PROCEDURES, DE 32. CAUSE OF MAI EXACT CAUSE UTENSION KNOTS BODY POSITION WAS CORRECT.	PTS NE C PY V CPLC LFUI NKI (IM	STO CI GROUP WAS U DYED! NCTIO! NOW!	LEAR TE P. ALLAT INCONTI RESERVE N/FAILUR N, HOWE ER DEPL	ENSI TEN ROL E, AN RE (I	ON KNOT BY PU MPTS WERE UNS LABLE. AT 2,000 ID LANDED UNE f more space is n R, MANY FACTO MENT SEQUENCE	JLLI SUCO OFT. EVEN eede	NG DOWN A CESSFULAN AGL JUMPE NTFULLY. d, continue of CAN CONTR INE DUMP, S	ND ID J R E n re IBU	RELEAUMPER XECUT Everse.) UTE TO W OPE	ASING I R DETE TED CU FORM NING, A	RONT RISE RMINED T-AWAY ATION OF IND POOR
								_			
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WHAT WAS THE MALFUNCTION?

Tension knot.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Weak retainer bands used to stow the suspension lines causing line dump.
- Slopping packing.
 Worn suspension lines.

- Ensure suspension lines are properly stowed.
 Ensure good IT of equipment after use.
 Ensure good rigger checks are followed.

				GENERAL						
. UNIT BEING AIRLIFTED		2. DEPARTUR	RE All	RFIELD	3	. DATE	1	(PE ACF) C-13	ı	5. ACFT SER NO.
5. OPERATION/EXERCISE				7. DZ AND LOCATIO	1				AND TIME	
). ACFT ALTITUDE (Feet)	10. A	CFT SPEED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WIN	DS (Kn	ots)	13. VISIBI	LITY (Feet/Miles)
800 Feet			\perp	377 Feet		3-	5			
l.				PERSON	EL		•			
4. NAME (Last, First, MI), (iRADE, S	SAN, & UNIT	19	5. EQUIPMENT WORN B	/ JUM	PER	16	5. JUMPE	R'S POSITIO	IN IN ACFT
	T		_		LBI	Ε			. L10	_
17. TYPE PARACHUTE (Specify)	18.			TYPE MALF	NCTIO					19. NO. JUMP
	\vdash	SEMI-INVERSION		INVERSION	Н	CIGARETTE ROLL		OTHER	(SPECIFY)	-
T-10C		PILOT CHUTE		BLOWN SECTION		BROKEN SUSPEN- SION LINE				
20. TYPE OF RESERVE	Ι ε	SERVE FUNCTION- D PROPERLY (#		22. RESULTING INJ	JRY					
		No" explain in tem 31)								
MIRPS		X YES	NO							
				77						
31. DESCRIPTION O						•				
32. CAUSE OF MA JM and jumper be trail edge of the de canopy release as because photos sl directly above jur canopy of air and given the opportu MF NCO arrived inspection of the main nor MIRPS believe his canop the opportunity, to incident rather that	ehind soor. We semble to he he he he he he he he he he he he he	soldier stated the believe that by to open. We had a partial crom the oppositing opening. We inflate complescene, the jumilies, it was founded by popped on canopy would	nat con do can de te d de te d de te	jumper had a back tract with the doc not believe that opy on the way of oor. The lower jumper action the jumper action y. Photos show to had already received that both canopy have any damage. The reserve action	l exi or ca the s lown wate wo j over evereles	t causing him used the left soldier's canop in Soldier exite er's canopy mad his MIRPS, partial canopie ed and bagged ase assemblies experience mad as prescribe	to coafety by re ed la ay ha his r es all d bot s wer y ha d and	ome in clip of clease te cau ave stamain of the vector caud we law a law	of the so assemble asing him arved the canopy very down opies. Unvated. No used the pelieve to	oldier's ly activated in to be e jumper's vas never in. When the foon leither the jumper to hat, if given
		CO	NT	INUED ON 1	NE2	XT PAGE				

WHAT WAS THE MALFUNCTION?

Unexplained activation of the canopy release assembly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper came into contact with the trail edge of the aircraft door.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Emphasize a good exit during pre-jump training.

						GENERAL						
UNIT BEING AIRLIFTED		2	. DEPARTU	RE All	RFIEL	· · · · · · · · · · · · · · · · · · ·	3	. DATE	4.	TYPE ACFT		5. ACFT SER NO.
										C-13	30	
. OPERATION/EXERCISE		-			7.	DZ AND LOCATION					ND TIME	
ACFT ALTITUDE (Feet)	110	ACFT SPEED	(Knots)	I 1	1 DZ	ELEVATION (Feet)		12. SURFACE V	MINDS ((nots)	13 VISIR	LITY (Feet/Miles)
1250	""	130 K		ľ	1. 02	240			Knot			M/Cloudy
1230 I.		130 K	11018			PERSONN	EL	0 1	XIIOt	5	\mathcal{J}_1	vi/Cloudy
 4. NAME (Last, First, MI), (RADE,	SSAN, & UN	HT	119	5. EQL	IPMENT WORN BY		PER	1	16. JUMPE	R'S POSITI	ON IN ACFT
						Alice Pacl					9th/9	41 -
7. TYPE PARACHUTE	18.					Weapons Type malful			!		901/9	19. NO. JUMP
(Specify)		SEMI-INV	'ERSION'	Г		NVERSION		CIGARETTE RO	ıı	OTHER	(SPECIFY)	
T. 100		PILOT CH	IUTE		BL	OWN SECTION		BROKEN SUSPI		Dela	yed	7
T-10C	+	DECEDVE	INCTION	<u> </u>	Ц.	2. RESULTING INJU		31014 ElleE		Ope	nıng	1
U. 14PE OF RESERVE	21.	RESERVE FU ED PROPER "No" expla	ILY (H		'	Z. KESULTING INJU	r T					
		item 31)			1		_					
MIRPS		YE	s	NO				None				
32. CAUSE OF MAY A 100% TRI was manufactured in and the lower late parachute the unitself and the v-tathe net lock was counting, felt a j with no injuries.	s co 199 eral ever abs v	nducte I and v band w lower which c ased. T	d on the was un was not lateral aused The jun	der der probable bar bar bar bar bar bar bar bar bar bar	arace the open nd onet net	chute and no contract nu- ly aligned. caused the a to lock temp d not pull hi	o da ml It is nti- oor s re	amage was ber of 7774 believed inversion arily. The peserve and	s fou 45. T that u net to parac state	nd. The gore point of the good had become the full of the good that	es were eployn me tan ally inf he was	e folded nent of the gled on lated once s not
			co	NT	'IN	UED ON N	ŒΣ	XT PAGE	1			

WHAT WAS THE MALFUNCTION?

Main parachute delayed during opening.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

It was determined that the parachute lower lateral band was not properly aligned. This could have caused the anti-inversion net to lock on the V-tabs causing a delayed opening.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Perform 100 percent TRI on all T-10C's manufactured in 1991 with the contract number of 77745. Ensure proper packing procedures are followed when dressing the anti-inversion net.

					GENERAL						
I. UNIT BEING AIRLIFTED		T	2. DEPARTU	RE AIR	FIELD	3.	DATE	4. 1	YPE ACFT		5. ACFT SER NO.
						L			C-1		
6. OPERATION/EXERCISE					7. DZ AND LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	l	ACFT SPEE		111	1. DZ ELEVATION (Feet)		12. SURFACE WING	-	-		LITY (Feet/Miles)
1000 Feet AGL		130	Knots		1463 Feet		0-3 Kr	ot	S	71	Miles+
II.				Les	PERSONNE			1.		IC BOCITIO	
14. NAME (Last, First, MI), GR	ADE,	33AN, & U	INI	'3	. EQUIPMENT WORN BY J	UMP	EK	ľ	b. JUMPER	S POSITIO	IN IN ACFT
				1	. Alice P	ഹി	l _z	١	10	st Pass	I /6
17. TYPE PARACHUTE	18.				TYPE MALFUN				15	i i ass	19. NO. JUMPS
(Specify)	۱	SEMI IN	VERSION '	-	INVERSION	T	CIGARETTE ROLL	_	OTHER (SPECIEVI	-
	—	PILOT C		╅	BLOWN SECTION	+	BROKEN SUSPEN-		OTHER (J. CCIP 1)	┥
T-10C		1			SECTION SECTION		SION LINE		Net	Lock	
20. TYPE OF RESERVE	21.		UNCTION-	لــــــــــــــــــــــــــــــــــــــ	22. RESULTING INJUR	γ •			1,00		
		"No" exp									
T 10D		item 31)	<u>,</u>		1		Non	e			
T-10R	<u> </u>	<u>۷</u>	ES	NO	<u> </u>		11011	_			
Complete TRI of procedures. The through 30 cause	f m	ain car ti-inve	nopy sh ersion n	owe	ed no visual sign	1S (of damage or	rin	nprope	r pack e secti	ing ons 23
								<u>-</u>			

WHAT WAS THE MALFUNCTION?

Anti-inversion net lock

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Undetermined - A complete TRI was performed on the canopy in question and no probable cause was determined.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Undetermined

<u> </u>					CENER	A.I					
I. 1. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIF	GENER.		. DATE	14.	TYPE ACFT	1	5. ACFT SER NO.
						ľ			Twin Ot	ter	
6. OPERATION/EXERCISE			1		7. DZ AND LOCAT	ION			8. DATE A		
									1		
9. ACFT ALTITUDE (Feet)	10.	ACFT SPI	EED (Knots)	1	. DZ ELEVATION (Fe	et)	12. 9	SURFACE WINDS (Knots)	13. VISIBI	LITY (Feet/Miles)
12,500	1	80 Kı	nots		321 Feet			5 Knot	S		10 Miles
II.	-	00111	1000		PERSO	NNEL		o Trilo			
14. NAME (Last, First, MI), G	RADE,	SSAN, &	UNIT	15	. EQUIPMENT WORK	BY JUM	PER		16. JUMPER	'S POSITIO	IN IN ACFT
					· MC\$ H	ollyv	/00C	1		1&2/1	st Pass
17. TYPE PARACHUTE (Specify)	18.				TYPE MA	LFUNCTIO	ON				19. NO. JUMPS
(3Decitv)		SEMI-I	NVERSION '		INVERSION		CIGA	ARETTE ROLL	OTHER (SPECIFY)	
		PILOT	CHUTE		BLOWN SECTION		BRO	KEN SUSPEN-	High A	Altitude	i
MC-4	L						SION	N LINE	-	lement	35&33
20. TYPE OF RESERVE	21.		FUNCTION- PERLY (#		22. RESULTING	NJURY					
	l	"No" exitem 31;	rplain in }								
MC-4			YES	NO				No	ne		
						7					
canopies were so jumpers were not support were not support were not support and support were brighted by the support were brighted by the support were brighted by the support were support with the support were sup	FUNC e receiefe groeac	ction cent g d to " ound s h other	raduates wave of stated that er and ra	fro f" an at th an in	more space is m the MFF S nd clear their e two jumpe to each othe rt of the jum	needed Schood rair s rs wh r on o	ol, con pace no we pen	ntinue on red d are relative e at 4,500ft ere falling ing. The su aintain sepa	verse.) vely inet and to close to expected	experie open a gether d cause during	enced. The at 4,000ft.
			CO	NT	INUED ON	I NEX	XT]	PAGE			

WHAT WAS THE MALFUNCTION?

High altitude entanglement.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failure to clear jumpers air space before deploying main canopies.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

- Maintain proper distance from other jumpers while in freefall.
 Clear jumper air space before deploying main parachute.

I.					GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE All	RFIE	LD	3.	DATE	4. TY	PE ACFT	5	. ACFT SER NO.
		i				<u>1</u>		_	C-130		
6. OPERATION/EXERCISE				ľ	7. DZ AND LOCATION			ľ	B. DATE AND	TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	1. D	Z ELEVATION (Feet)		12. SURFACE WINDS	(Kn	ots) 1	3. VISIBILI	TY (Feet/Miles)
800 Feet AGL		130 Knots	\perp		312 feet MSI	_	8 Kno	ts		Uı	nknown
II.					PERSONNE	L					
14. NAME (Last, First, MI), GR	ADE,	SSAN, & UNIT	15	5. E	QUIPMENT WORN BY	UMI	PER	16	. JUMPER'S	POSITION	IN ACFT
				В	DU, LBE, Ba	llis	tic Helmet				
					nollywood)				1P	ass,#2	21,LD
17. TYPE PARACHUTE (Specify)	18.				TYPE MALFUN	CTIC	ON				19. NO. JUMPS
(3Dec/17)		SEMI-INVERSION			INVERSION		CIGARETTE ROLL		OTHER (SP	ECIFY)].
T-10C troop		PILOT CHUTE			BLOWN SECTION	T	BROKEN SUSPEN-				
back parachute	<u> </u>			L			SION LINE]			<u> </u>
20. TYPE OF RESERVE	21.	RESERVE FUNCTION- ED PROPERLY (#		\neg	22. RESULTING INJUI	Υ					
		"No" explain in									
MIRPS		item 31)	NO						None	Δ.	
WINCE	<u> </u>	1E5	NO	ᆜ					TNOIN		
with the pilot par with the rest of the sustained no inju- detached from the 32. CAUSE OF MAI This was not a m protect the ripco	ry. ne p	anopy. Jumpe Upon inspect bilot parachut NCTION/FAILUI Tunction, but a	er lancion es' t RE (I	nd yp If i	ed underneathed the Reserve so the I low porosomore space is not dent where points.	n a sys ity	fully function tem, the cente material. ed, continue on body position	rev	main cang line verse.)	anopy was fo	and und
							-				
		CO	NT	ΓIN	NUED ON N	EΣ	XT PAGE				

WHAT WAS THE MALFUNCTION?

Accidental reserve activation

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper had a bad exit and failed to properly protect his ripcord grip.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure that jumpers remain in a good tight body position through out the entire deployment sequence and protects the ripcord handle.

											T
					GENERAL						
. UNIT BEING AIRLIFTED		- 7	2. DEPARTU	RE AIF	FIELD	3	. DATE	4. 1	YPE ACFT		S. ACFT SER NO.
								L	C-130		·
5. OPERATION/EXERCISE					7. DZ AND LOCATIO	ı			8. DATE A		
9. ACFT ALTITUDE (Feet)	10.	ACFT SPEE	D (Knots)	1	I. DZ ELEVATION (Feet)		12. SURFACE WIN	DS (K	nots)	13. VISIBI	LITY (Feet/Miles)
12,500							8 Kn	ots			
II.					PERSONN	EL					
14. NAME (Last, First, MI), G	RADE,	SSAN, & U	NIT	15	EQUIPMENT WORN B	/ JUM	PER	1	6. JUMPER	'S POSITIO	IN IN ACFT
				1	Ruck	sac	k				
17. TYPE PARACHUTE	18.				TYPE MALFL	NCTIO	ON				19. NO. JUMPS
(Specify)		SEMI-IN	VERSION '		INVERSION	П	CIGARETTE ROLL		OTHER (SPECIFY)	
		PILOT C	HUTE		BLOWN SECTION	П	BROKEN SUSPEN-		Line	over	
MC-4		1				П	SION LINE		cano		
20. TYPE OF RESERVE	21.	RESERVE F			22. RESULTING INJ	JRY					
		ED PROPE "No" expl			1						
MC 4	1	item 31)	🗀						N	lone	
MC-4	<u> </u>	A	ES	NO	<u> </u>				1	OHC	
32. CAUSE OF MAI Not Given	LFUN	CTION/	FAILURE	E (If	more space is no	eede	d, continue on	rev	erse.)		
									_	_	
			CO	NT	INUED ON I	NEX	XT PAGE				

WHAT WAS THE MALFUNCTION?

Undetermined.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Undetermined.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Undetermined.

						_					
. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIR	GENERAL	3	DATE	4.	TYPE ACFT	1	S. ACFT SER NO.
			2. 32. 38.0	1111	· ·- 	~		1	C-13		
. OPERATION/EXERCISE			1		7. DZ AND LOCATION	<u> </u>			8. DATE A		
). ACFT ALTITUDE (Feet)	10.	ACFT SPI	EED (Knots)	11	I. DZ ELEVATION (Feet)		12. SURFACE W	INDS (A	(nots)	13. VISIBI	ITY (Feet/Miles)
1500 Feet	l	135	Knots		320 Feet		0-4	Kn	ots		4 Miles
l.		100	TEHOUS		PERSONNE	L	1 0-2	1311	Ots	L	Tivines
4. NAME (Last, First, MI), GI	RADE,	SSAN, &	UNIT	15	EQUIPMENT WORN BY	ŲМI	PER	П	16. JUMPER	R'S POSITIO	N IN ACFT
					LCE,Rucksa	ck.	Weapons				
				1	Case	,	· · • • • • • • • • • • • • • • • • • •		3	rd, Jun	npmaster
17. TYPE PARACHUTE	18.				TYPE MALFUN	CTIC	N				19. NO. JUMPS
(Specify)		SEMI-	INVERSION '	П	INVERSION	T	CIGARETTE ROL	L.	OTHER	(SPECIFY)	7
		PILOT	CHUTE		BLOWN SECTION	ヿ	BROKEN SUSPE	۷-	partial	ly open	-1
T-10C						- [SION LINE		ed car		38
20. TYPE OF RESERVE	21.		FUNCTION		22. RESULTING INJU	Υ					
		"No" ex	PERLY (If oplain in								
MIRPS		item 31	YES	NO					Non	Δ	
WIIICE		<u> —</u>	169	NU	<u> </u>				INOII	C	
realized he had a within a couple reserve parachur of suspension lir of the pilot chute 32. CAUSE OF MAI A complete TR ties found with	of steed hes to	econdid not from be los	ds of reset inflate of the main st. The ju	erve lue as t imp E (If	activation the jet to the fact the per he main chute der landed safely more space is not in parachute ar	um lot pe w w ede	per's main parachute ned up. The ith his main ed, continue	ope tangus can can	ned up gled its using t nopy ar verse.)	complet with the lift and no in	etely. The nacouple capability njuries.
			СО	NT	INUED ON N	EX	KT PAGE				

WHAT WAS THE MALFUNCTION?

Partially opened main canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Complete TRI conducted on the main canopy and no apparent problems were noted.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Questions have arisen on the deployment of habits of the MIRPS parachute.

					C 53150.22						
. UNIT BEING AIRLIFTED		12. 0	EPARTU	RE AIR	GENERAL FIELD	3	DATE	4.	TYPE ACFT	-	S. ACFT SER NO.
. U.M. DEING MINER 1ED		ا ا	E ANIO			1	write	1			J. ACI I JER NO.
. OPERATION/EXERCISE					7. DZ AND LOCATION	1		٠_	C-13		
. ACFT ALTITUDE (Feet)	10.	ACFT SPEED ((nots)	1	I. DZ ELEVATION (Feet)		12. SURFACE WI	NDS (A	(nots)	13. VISIB	LITY (Feet/Miles)
12,500		130)		490 MSL)-09)	Į	Jnlimited _
l.					PERSONN	EL					
4. NAME (Last, First, MI), (SRADE,	SSAN, & UNIT		15	. EQUIPMENT WORN BY	JUMP	ER		16. JUMPER	'S POSITIO	IN IN ACFT
				Ι,	10.40		2 3 4 4 2 2 6			_	.1
3. 7/05 Page 5/1/175	1			1	MC-4 System,)		5	th
7. TYPE PARACHUTE (Specify)	18.		cien (· 	TYPE MALFU	NCHO					19. NO. JUMPS
	-	SEMI-INVER		╁	INVERSION BLOWN SECTION	-+	CIGARETTE ROLL		OTHER (S		-
MC-4		PILOT CHU	i E		REOMN SECTION	П	BROKEN SUSPEN	•	Misse	d main	1
20. TYPE OF RESERVE	21.	RESERVE FUN	CTION-		22. RESULTING INJU	RY			прсы	u	
		ED PROPERLY "No" explain	•								
MC-4	İ	item 31)		NO	1				Non	ie	
IVIC-4				NO				-	1 (011		-
32. CAUSE OF MA 100% TRL wa jumper's lack of	s pe	rformed	on th	e M	C-4 System ar	ıd n	o deficency	y Wa	as found	d. Duo way.	e to the
							_				
			CO	NT	INUED ON N	IEX	KT PAGE				

WHAT WAS THE MALFUNCTION?

Jumper failed to locate main ripcord.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- Not looking at the main ripcord before reaching for it.
 Jumper inexperience.

WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

More training.

			~~~								
I. UNIT BEING AIRLIFTED		2. DEPARTI	JRE A	RFIELD	GENERAL	3	. DATE	ΙΔ	. TYPE ACFT	1	5. ACFT SER NO.
. Our being Amen 120		1.027	JIIL A.					1		- 1	J. ACI 1 JEN NO.
5. OPERATION/EXERCISE				7. DZ	AND LOCATION				Casa 2		
										<del></del>	
ACFT ALTITUDE (Feet)	10.	ACFT SPEED (Knots)	1	11. DZ EL	EVATION (Feet)		12. SURFACE	WINDS	(Knots)	13. VISIBI	LITY (Feet/Miles)
12,500		110		۷	190 MSL		1	0-18	3	U	nlimited
II.					PERSONN	EL					
14. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT	1	5. EQUIP	MENT WORN BY	JUM	PER		16. JUMPER	'S POSITIO	N IN ACFT
			ı		. ~						
	1		i_	MC-			F2, MA-2	30_		2	<u>nd</u>
17. TYPE PARACHUTE (Specify)	18.		·	<del></del>	TYPE MALFL	NCTIC	ON		<u> </u>		19. NO. JUMPS
	-	SEMI-INVERSION	<del> </del>	<del>                                     </del>	ERSION	<del>├</del> ┤	CIGARETTE RO		OTHER (	SPECIFY)	-
MC-4	1	PILOT CHUTE	1	BLO	WN SECTION	Ш	BROKEN SUSP	EN-	Lin	ne over	128
20. TYPE OF RESERVE	21	RESERVE FUNCTION-		1 22	RESULTING INJU	IRY			LIII	ic over	120
		ED PROPERLY (If "No" explain in									
MC 4		item 31)	١					,	Niama		
MC-4	<u> </u>	YES	NO	·					None		
Jumper perform  32. CAUSE OF MA  100% TRL was canopy had the Jumper perform	LFU:	NCTION/FAILU	RE (I	If mor	e space is r System an	d no	ed, continue o deficien causing th	e on i	everse.) vas foun	d. The	jumper
		CC	ſΝ	ΓINU	ED ON 1	NΕΣ	XT PAGI	E			

# WHAT WAS THE MALFUNCTION?

Closed end cells.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unknown.

# WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper post opening procedures by pumping the toggles in attempt to fill the end cells with air.

					CENTER	1					
. UNIT BEING AIRLIFTED		1	2. DEPARTU	RE AIR	GENERA		DATE	4. 1	YPE ACFT		5. ACFT SER NO.
The second second second			2. 22. 20.0		<del></del>			1			
. OPERATION/EXERCISE				-	7. DZ AND LOCATIO	ON O		<del>_</del>	C-1.		
. ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	1	I. DZ ELEVATION (Fee	t)	12. SURFACE WIN	IDS (K	nots)	13. VISIBI	LITY (FeetiMiles)
800 Feet	l				442 Feet		3-5	5			
l.					PERSON	NEL				<b></b>	
4. NAME (Last, First, MI), GI	RADE,	SSAN, &	UNIT	15	. EQUIPMENT WORN	ву јум	PER	Ī	6. JUMPER	'S POSITIO	N IN ACFT
					LBE, Rucl	k, M1	950				
7. TYPE PARACHUTE	18.				TYPE MAL	FUNCTIO	ON			•	19. NO. JUMPS
(Specify)		SEMI-IN	NVERSION '	П	INVERSION	$\top$	CIGARETTE ROLL		OTHER (	SPECIFY)	7
		PILOT	CHUTE		BLOWN SECTION	$\Box$	BROKEN SUSPEN-				7
T-10C		1				ш	SION LINE				i
O. TYPE OF RESERVE	21.		FUNCTION	لببا	22. RESULTING IN	JURY			<u> </u>		
		ED PROP			1						
MIRPS		item 31)		ı					NI.		
MIRPS		$\Delta$	YES	NO					No	ne	
32. CAUSE OF MA Primary jumpm from last clear believe the con	ast to re	er gav ear ch	e all cor	nma en h	ands up to the e came in cor	one:	minute warr with the trai		-	as con he doc	ning back or. We
			CO	ONT	INUED ON	NEX	XT PAGE				

#### WHAT WAS THE MALFUNCTION?

MIRPS premature activation.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Discuss several theories: Jumpmaster breaking at the elbow to come back into the aircraft. This could cause the handle to catch the door. Loose MIRPS handle stow pocket? Height of jumpmaster may be factor (over 6 foot).

#### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

- 1. Check MIRPS minimum pull weight.
- Look at length of MIRPS ripcord.
   Should the jumpmaster break one arm at the elbow to come back into the aircraft after locking out.

. UNIT BEING AIRLIFTED					GENERAL						
		2. D	EPARTU	RE AIR		3.	DATE	4.	TYPE ACFT	1	S. ACFT SER NO.
		1		un	· ·= <del>==</del>	"		1			
. OPERATION/EXERCISE		1		-	7. DZ AND LOCATION	<u> </u>			C-1 8. DATE A		
										111116	
. ACFT ALTITUDE (Feet)	10	ACFT SPEED (A	(nots)	11	. DZ ELEVATION (Feet)		12. SURFACE WI	NDS //	(nots)	13. VISIRII	.ITY (Feet/Miles)
4000	1	130		-   '	0 MSL					l	Miles
4000		130	,		PERSONNE			10/	IU	/	ivilles
I. NAME (Last, First, MI),	GRADE	CCAN A HINT		115	EQUIPMENT WORN BY		DE R	1	16. JUMPER	'S POSITIO	N IN ACET
4. NAME (LBSC, FI/SC, MII),	GRADE,	SSAN, & UNIT		'`	EQUIPMENT WORN BY	OMI	EN		10. JUNIPER	3 7031110	N IN ACT
					Fins and D		Mock			1	/2
7. TYPE PARACHUTE	18.			ļ	TYPE MALFUN					1	19. NO. JUMP
(Specify)	"		cies,					_	1		- 13. NO. JOMP
	-	SEMI-INVER		╁╌┤	INVERSION	┥	CIGARETTE ROLL			SPECIFY)	┥
MC-4		PILOT CHUT	I E		BLOWN SECTION		BROKEN SUSPEN SION LINE	1-	Reserv		I Iralina are
	+	056501555		Ш	22 85611 7114 1114		JOH LINE		opy ac	tivatio	Unknow
0. TYPE OF RESERVE	21.	RESERVE FUNC ED PROPERLY	(If		22. RESULTING INJUI	٧					
		"No" explain item 31)	ın								
MC-4		YES		NO	İ		N	lone	Э		
					onnecting Steve	ns	system.				
					ninecting Steve	ns	system.				
					onnecting Steve	ns :	system.	_			
					onnecting Steve	ns	system.				

## **WHAT WAS THE MALFUNCTION?**

Unintended activation of MC-4 reserve.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper did not follow correct procedures.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Follow correct packing and inspection procedures IAW TM.

						GENERAL						
. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIF	RFIEL		<b>T</b> 3	. DATE	4	TYPE ACF	т	5. ACFT SER NO.
										C-14	41	
. OPERATION/EXERCISE					7	DZ AND LOCATION					AND TIME	
								_				
ACFT ALTITUDE (Feet)	10.	ACFT SPEE		'	1. D	ELEVATION (Feet)		12. SURFAC				ILITY (Feet/Miles)
800 Feet AGL	<u></u>	130 K	nots			312 MSL PERSONNI		<u> </u>	0 Kn	ots	No.	t Available
1. NAME (Last, First, MI), GI	RADE.	SSAN. & U	INIT	I	5. EO	UIPMENT WORN BY		PER		16. JUMPE	R'S POSITI	ON IN ACFT
, , , , , , , , , , , , , , , , , , , ,	<b>·</b>											
				I	LB	E, ballistic he	lm	et, alice	pack		L32,	3 Pass
7. TYPE PARACHUTE (Specify)	18.					TYPE MALFU	ICTIO	ON				19. NO. JUMP
(SDECTIVE)		SEMI-IN	VERSION '		L	INVERSION		CIGARETTE	ROLL	OTHER	(SPECIFY)	
T-10C		PILOT	HUTE		В	LOWN SECTION		BROKEN SU SION LINE	SPEN-			60
0. TYPE OF RESERVE	21.	RESERVE F	UNCTION		ተ	22. RESULTING INJU	ξY					00
		ED PROPE										
MIRPS	1	item 31)	ES 🗍	NO						NL	one	
IVIII O	느				_		-			110	one	
6 feet in front of  32. CAUSE OF MAI  This was not a Mair items in quest unknown. The of	FUN Malf	unction, there	/FAILUR n, but a efore, th	E (If n in ne ca	f mo	ore space is ned dent. The Mase of the accio	ede lfu ler	d, continunction Notal deplo	ie on re	everse.)	ain coi	ntrol of the ve was
								_				
			CO	NT	ΓIN	IUED ON N	Έ	XT PAG	Æ			

#### WHAT WAS THE MALFUNCTION?

MIRPS premature activation.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

(Unknown) In theory could something such as a BDU sleeve button activate the MIRPS when the jumper transitions from tight body position to check canopy.

## WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Establish a minimum pull weight for the reserve handle.

								,				<del></del>
I.					<del> </del>	ENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE AIF	RFIELD		3. DATE			YPE ACFT		5. ACFT SER NO.	
					1		1_		Ļ	C-141		
6. OPERATION/EXERCISE	. OPERATION/EXERCISE					LOCATION				8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	11	1. DZ ELEVA	TION (Feet)		12. SURFACE WINI	DS (K	nots)	13. VISIB	LITY (FeetiMiles)
800 Feet AGL		1301	Knots		312 Fe	eet MSl	-	0			Not.	Available
II.	I	1301	IXIIOtS			ERSONN		<u>U</u>			1100	<u>ivaliable</u>
14. NAME (Last, First, MI), GR	ADE,	SSAN, &	UNIT	15	EQUIPMEN	T WORN BY	JUMP	ER	1	6. JUMPER	'S POSITIO	IN IN ACFT
					LCE.	ballistic	hel	met, alice				
						M-16				3L	, 1st I	Pass
17. TYPE PARACHUTE (Specify)	18.				Т	YPE MALFUI	ICTIO	N				19. NO. JUMPS
(30 <del>0</del> CIIV)		SEMI-II	NVERSION '		INVERSI	ON	$\Box$	CIGARETTE ROLL		OTHER (	SPECIFY)	
T 16 ~		PILOT	CHUTE		BLOWN S	ECTION	T	BROKEN SUSPEN-				
T-10C		L		لـــلـ			$\perp$	SION LINE				10
20. TYPE OF RESERVE	21.	<b>ED PROP</b>	FUNCTION- PERLY (#		22. RES	ULTING INJU	RY					
		"No" exp item 31)										
MIRPS			YES	NO					_ N	Vone		
	==					<b>—7</b> 2						
good exit and ha of performance, into his body to p been falling faste.  32. CAUSE OF MAI  This is not a mal the cause of the he gain control of ment. Due to the reserve is unknown.	rever the	NCTION Action, identation of selection of se	from in: e fellow N/FAILUF , but an ial activa	flati jum RE (Incidation	f more spectation. The	jumper he reser pace is no ne malfu fact tha	the ve p	en landed. He parachute did d, continue or ion NCO co e did not with idence we ha	e fe d no n re- ould nes	elt that left inflate verse.) I not proper the ire is the ire	ne may	assess t nor did rs state-
			CO	NT	INUEI	D ON N	ΈX	KT PAGE				

## **WHAT WAS THE MALFUNCTION?**

Unknown

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unknown

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

MIRPS activation research.

## TAR&M/SA VOL II

					GENERAL	T -					
I. UNIT BEING AIRLIFTED			2. DEPARTU	RE AIF	RHELD	3.	DATE	1	TYPE ACFT		. ACFT SER NO.
. OPERATION/EXERCISE					Ta pa ann i ocazioni	1_		Щ	HH-60		
o. OPEKA HON/EXERCISE					7. DZ AND LOCATION				8. DATE A	NUIME	
). ACFT ALTITUDE (Feet)	10.	ACFT SPE	ED (Knots)	1	1. DZ ELEVATION (Feet)		12. SURFACE WIN	IDS (K	(nots)	13. VISIBIL	TY (Feet/Miles)
10,000 Feet AGL		80 K	nots		18 Feet MSI	,	8 Knots G	usti	ing 13	Unl	imited
II.	<u> </u>	0015	nois		PERSONNI		o itilots C	usti	115 15	Çin	minea
14. NAME (Last, First, MI), GR	ADE,	SSAN, &	UNIT	15	. EQUIPMENT WORN BY		ER	T	16. JUMPER	's Position	I IN ACFT
					SLI					5 of	
17. TYPE PARACHUTE (Specify)	18.			·	TYPE MALFUI	стю			T		19. NO. JUMPS
			NVERSION '	╁┥	INVERSION	-+	CIGARETTE ROLL		OTHER (	SPECIFY)	4
MT-1XS		PILOT	CHUTE		BLOWN SECTION	-	BROKEN SUSPEN- SION LINE		Bag	Lock	SL-330 FF-250
20. TYPE OF RESERVE	21.		FUNCTION-		22. RESULTING INJU	łΥ					
		"No" ex									
MT-1XS		item 31)	YES	] NO							
W11-1V9	<u> </u>	لکا	169	1 40			· · · · · · · · · · · · · · · · · · ·				
32. CAUSE OF MAI		NCTIO	N/FAILUI	RE (I	f more space is no	ede	d, continue o	n re	verse.)		
								_			
			CO	NT	INUED ON N	EX	KT PAGE				

## WHAT WAS THE MALFUNCTION?

Bag lock..

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper packing and inspection procedures. Ensure locking stows are 1 inch long. (Measure to inside of fold.)

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Pack and inspect IAW the TM. Include more information on the report.

										· · · · · · · · · · · · · · · · · · ·
. UNIT BEING AIRLIFTED		2. DEPARTU	DE AI	GENERAL	2 4	DATE	ΑŦ	YPE ACFT		S. ACFT SER NO.
. ONLI BEING AIRLIFTED	Z. DEPARTO	KE AI	RFIELD	3. DATE				- 1	S. ACFT SEK NU.	
6. OPERATION/EXERCISE		i		7. DZ AND LOCATION	<u> </u>		Ц	C-13		
, or Electronic Exercise				7. DE AND EGGANON			- 1	0. DATE A		
9. ACFT ALTITUDE (Feet)	110	ACFT SPEED (Knots)	1,	1. DZ ELEVATION (Feet)		12. SURFACE WING	ns (v.	note)	12 VISIBII	ITY (Feet/Miles)
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i. I4. NAME (Last, First, MI), G	RADE	SSAN RIINIT	T ₁	5. EQUIPMENT WORN BY J		F R	T,	6 IIIMPEE	r's Positio	N IN ACET
14. 10.1012 (2231, 11131, 1019, 0	, , , , , , , , , , , , , , , , , , ,	33214, & 01411	1	s. Equi men. Wond by	, ·	s.,	ľ	U. 70 IIII EI	. 31 030	N III ACT
			1	LBE, ruck 8	W	M1950	1	I	Left 5th	1
17. TYPE PARACHUTE	18.			TYPE MALFUN	_				301000	19. NO. JUMPS
(Specify)		SEMI-INVERSION	Т	INVERSION	Т	CIGARETTE ROLL		OTHER (	SPECIFY)	1
		PILOT CHUTE	╅	BLOWN SECTION	十	BROKEN SUSPEN-		•		1
T-10C						SION LINE				
20. TYPE OF RESERVE	21.	RESERVE FUNCTION		22. RESULTING INJUR	<del>,                                    </del>			<b></b>		
	1	ED PROPERLY (If "No" explain in		į						
MDDC	1	item 31)		i				3.T		
MIRPS		X YES	NO					N	one	
An initial inspermain. After couronversation with wind active exiting. JM or s	ction nting th h vated afet	n of the air iter g to four thous is fellow jump d his MIRPS. y was not avai	ns v sand bers Jun	f more space is newas conducted. So the said he had an Jumper stated Inper claims he had to interview. So were recovered	Solo no ne " ad a	dier stated he lift capabilit heard some a good exit l en questione	e fe ty. ] thir but ed,	lt a "li This w ng flap fell ba	as conf ping in ckwar	firmed in the ds after
		CO	ΝΊ	'INUED ON N	EΧ	T PAGE				

# WHAT WAS THE MALFUNCTION?

Broken static line.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Misrouted static line.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Better static line checks by the jumpmaster and safety.

										<del></del>	
l.				GENERAL							
1. UNIT BEING AIRLIFTED 2. DEPARTUR				RTURE AIRFIELD			3. DATE			5. ACFT SER NO.	
								Twin O	tter	•	
6. OPERATION/EXERCISE				7. DZ AND LOCATION				8. DATE	AND TIME		
9. ACFT ALTITUDE (Feet) 10. ACFT SPEED (Knots)			11.	. DZ ELEVATION (Feet)		12. SURI	FACE WINDS	(Knots)	13. VISIBIL	ITY (Feet/Miles)	
10,000 AGL 100 Knots				0 0-2					5 Miles		
II.				PERSONNI	L						
14. NAME (Last, First, MI),	GRADE, SSAN, 8	& UNIT	15.	EQUIPMENT WORN BY	JUMP	ER	•	16. JUMPE	R'S POSITIO	N IN ACFT	
				Gentex Helmoand weapon	et,rı	ıcksa	ck,O2		#3/1s	t Pass	
17. TYPE PARACHUTE 18.				TYPE MALFU	ICTIO			19. NO. JUMPS			
ISPECIAL	(Specify) SEMI-II			INVERSION	CIGARETTE ROLL			OTHER (SPECIFY)		<u> </u>	
MC-4	PILO	T CHUTE		BLOWN SECTION		BROKEN SION LIN	SUSPEN- IE	Unsta Positi	ble Bod on	y 39	
20. TYPE OF RESERVE	ED PRO	· —		22. RESULTING INJU	RY			NI			
MC-4		YES	NO	<u> </u>				None	2		
						<del></del>					

#### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

On the final jump of the level one train up, jumper #3 exited the aircraft at 10,000 feet AGL with a front mounted rucksack, O2 and weapon. After exiting the aircraft, the jumper became unstable, recovered, and unstable again. Upon gaining stability, the jumper began his deployment sequence at 5.000 feet AGL by waving off and clearing his air space. At 4,000 feet AGL, the jumper was unable to locate his main canopy release ripcord grip, which was blocked from view by the oxygen hose. After tracing the main canopy release ripcord cable housing, the jumper secured the ripcord grip and pulled. During the pull, he tucked his right elbow causing him to flip to the right and head down. While the main canopy was deploying, the suspension lines wrapped around and entangled with his left foot. The jumper immediately began emergency procedures for a partial malfunction. The jumper cutaway his main canopy and pulled his reserve ripcord grip. As the reserve was deploying the main canopy pilot parachute bridle line entangled with the "B" cascade lines of the reserve canopy. This caused the jumper to experience twists, which initially he was unable to clear. While attempting to clear the twists, the main canopy pilot parachute bridle line broke free from the "B" cascade line. However, now the main canopy pilot parachute and approximately 12 inches of the bridle line became entangled with the upper control lines of the reserve canopy. The jumper was able to control his canopy from this point and flew to the drop zone. He lowered his equipment and landed without injury with the main canopy wrapped around his left foot by the suspension lines, and the main canopy pilot parachute entangled in his reserve canopy upper control lines. Damaged was limited to a broken main canopy pilot parachute bridle line, and burns on the "B" cascade and upper control lines. The free bag was never located.

# **CONTINUED ON NEXT PAGE**

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

This incident was caused by an unstable body position. The parachute was packed in accordance with TM 10-1670-287-23&P and a keeper was attached to the chest strap to secure the oxygen hose. The jumper was not stable when he deployed his main canopy. Additionally, he did not look at and feel the main ripcord grip due to his instability in freefall, and according to the jumper, his obstructed view caused by the O2 hose.

ANALYSIS: 49

#### WHAT WAS THE MALFUNCTION?

Jumper entanglement with his main parachute.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumpers unstable body position caused jumper to tangle with his parachute.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Stable body position during MFF.

A MANT BEING AIRLIETED		2 555.5-	DE **	GENERAL		NATE I		VDE ACCT		E ACCT CER WO
1. UNIT BEING AIRLIFTED		2. DEPARTU	RE A	RFIELD	3. [	DATE	<b>4</b> . T	YPE ACFT		5. ACFT SER NO.
6. OPERATION/EXERCISE				7. DZ AND LOCATION			_	C-14		
3. OPERATION/EXERCISE			7. DZ AND LUCATION			١	6. DATE A	NUTIME		
		ACFT SPEED (Knots)	_			_	į			<del></del>
9. ACFT ALTITUDE (Feet)	10.	[]	1. DZ ELEVATION (Feet)		12. SURFACE WIND	-	-	l	LITY (Feet/Miles)	
800 Feet AGL		130 Knots	丄	312 feet MSL		0 Kn	ots	5	Ur	ıknown
ll.				PERSONNEL						
14. NAME (Last, First, MI), G	RADE,	SSAN, & UNIT	ŀ	5. EQUIPMENT WORN BY JU	MPE	ER .	1	6. JUMPER	'S POSITIO	IN IN ACFT
			1	LBE, alice	pa	ack,				
	T		1	ballistic hel				41	R, 3rd	ŀ
17. TYPE PARACHUTE (Specify)	18.	·		TYPE MALFUNCT	101	<b>1</b>				19. NO. JUMPS
	<u> </u>	SEMI-INVERSION (	<u> </u>	INVERSION	Ļ	CIGARETTE ROLL		OTHER (	SPECIFY)	4
	1	PILOT CHUTE		BLOWN SECTION		BROKEN SUSPEN-		Ent	angle-	
T-10C	<u> </u>			<u> </u>	T	SION LINE		mer	nt -	10
20. TYPE OF RESERVE	21.	RESERVE FUNCTION- ED PROPERLY (#		22. RESULTING INJURY						
		"No" explain in item 31)								
MIRPS		YES	l No							
WINGS				<del></del>						
lower jumper's sususpension lines. jumper landed with following statements suspension lines. canopy and looke as the jumper was of the lower jumper ground on his left.  32. CAUSE OF MA This was an incident.	spen Both hout int is His r d for abor er's leg.	asion lines. The a jumpers had lot receiving any it taken from anomain parachute or other jumpers ut to pull a slip, suspension line The jumper received.	high ower njur other dep Wh ances bu eive	tis suspension lines. Her jumper landed we'red their equipment ries, the higher jumper jumper. He states to loyed at the count of the her reached tree other jumper crashed to became entangled diminor injuries to left more space is need. The Malfunction Not the only evidence a	hill priber ha of f top d in l. H nis	le still entanglior to becomin received mind the had a good our. He then co level he then nto him. Jump His canopy the left leg.	ed inge	in the location the location the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in the location in t	ower juned. The to left lend no two legree control tried to led and lend and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and led and l	mper's lower eg. The ists in his check of his ipment. Just b bounce off he hit the
							_			
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## WHAT WAS THE MALFUNCTION?

Jumper entanglement with another jumper.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor canopy control.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Prejump training that reinforces canopy control.
 Individual jumper training to correct jumper weakness.

## TAR&M/SAVOL II

CARGO MALFUNCTION REPORTS AND ANALYSES

# TAR&M/SA VOL II

	2. DEPARTURE AIR  10. ACFT SPEED (Knots) 145  24. RIGGED IAW (TM/TO/NAV.)  FM 10-512/ TO 13C7-1-8  27. TYPE PARACHUTE AND NUMBER	7. DZ AND I	ON (Feet) 12	. SURFACE WIN  240m  AERIAL  . CDS RE	IDS (K	(nots)	13. VISIBILITY (FeetiMile: 7 Miles
D. ACFT ALTITUDE (Feet)  526 AGL  11.  13. TYPE LOAD AND WEIGHT  Mass Supply  Load (Training)  3500 LBS	10. ACFT SPEED (Knots) 1 145  24. RIGGED IAW (TM/TO/NAV.  FM 10-512/ TO 13C7-1-8	7. DZ AND I	CARGO  25.  DUAL RAIL	. SURFACE WIN  240m  AERIAL  . CDS RE	IDS (K	C-17 8. DATE A (nots)	13. VISIBILITY (FeetiMile: 7 Miles
ACFT ALTITUDE (Feet)  526 AGL  11. 13. TYPE LOAD AND WEIGHT  Mass Supply Load (Training) 3500 LBS	145  24. RIGGED IAW (TM/TO/NAV.  FM 10-512/ TO 13C7-1-8  27. TYPE PARACHUTE	1. DZ ELEVATIO	ON (Feet) 12 39 CARGO 25.	240m	/7	(nots)	13. VISIBILITY (FeetiMile: 7 Miles
Mass Supply Load (Training) 3500 LBS	145  24. RIGGED IAW (TM/TO/NAV.  FM 10-512/ TO 13C7-1-8  27. TYPE PARACHUTE	28	CARGO 25.	240m	/7	VERY SYST	7 Miles
Mass Supply Load (Training) 3500 LBS	24. RIGGED IAW (TM/TO/NAV.  FM 10-512/ TO 13C7-1-8  27. TYPE PARACHUTE		CARGO 25. DUAL RAIL	AERIAL . CDS RE	DELIN		TEM USED
Mass Supply Load (Training) 3500 LBS	FM 10-512/ TO 13C7-1-8		25. DUAL RAIL	. CDS RE			1
3. TYPE LOAD AND WEIGHT  Mass Supply Load (Training) 3500 LBS 6. TYPE PLATFORM/AIR	FM 10-512/ TO 13C7-1-8		25. DUAL RAIL	. CDS RE			1
Load (Training) 3500 LBS 6. TYPE PLATFORM/AIR	TO 13C7-1-8				LEAS		1
Load (Training) 3500 LBS 6. TYPE PLATFORM/AIR	TO 13C7-1-8		NO. PLATFORMS	NO. CO		EGATE	OTHER (Explain)
3500 LBS 6. TYPE PLATFORM/AIR	TO 13C7-1-8		B .	l	NO. CONTAINERS		
6. TYPE PLATFORM/AIR- DROP CONTAINER			1				
	***************************************		RACTION/RE- ARACHUTE	29. LENGTH OF REEF LINE		FING	30. POSITION OF LOAD IN AIRCRAFT
Type	G-12E(2)	15 Foo	t Ring Slot				1 of 1
Two screws in the protruded out of the contact. Which pos	ADS rail face, whene rail. There were nessibly jammed the Thus preventing the	ere the pl marks on platform	atform rides the screws a by cocking	s, were no and the pl it in the ra	t pr latfo	operly	at show platforn
					_		
			ON NEXT				

### WHAT WAS THE MALFUNCTION?

- 1. Extraction parachute failed to override locks.
- 2. Platform failed to exit aircraft.
- 3. Extraction line broke before loadmaster could cut it.
- 4. Extraction line and parachute were not recovered.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Two screws in the ADS rail face where the platform rides were not properly seated and protruded out of the rail extraction line possibly worn or defective causing breakage.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Have -21 inspect platform prior to use of platform.
- 2. Have maintenance perform ADS rail checks on all aircraft and focus on screws during ADS rail inspection.

1.			NERAL			
1. UNIT BEING AIRLIFTED	2. DEPARTURE A	IRFIELD	3. [	ATE	4. TYPE ACF C-13	
6. OPERATION/EXERCISE		7. DZ AND	LOCATION			AND TIME
9. ACFT ALTITUDE (Feet)		11. DZ ELEVATI			CE WINDS (Knots)	13. VISIBILITY (Feet/Miles)
650	140	550	)	Ca	alm	Unlimited
			7			
III. 23. TYPE LOAD AND	24. RIGGED IAW (TMITOINA		CARGO			
WEIGHT	24. RIGGED IAW (TMITOTIA	VAIN MO.)	25.	A	ERIAL DELIVERY SYST	TEM USED
			DUAL RAIL		DS RELEASE GATE	OTHER (Explain)
HE training	FM 10-500-2/		NO. PLATFORM	S N	O. CONTAINERS	
3175 LBS	TO 13C7-1-5		1			
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		RACTION/RE- ARACHUTE	29. LEN LIN	GTH OF REEFING E	30. POSITION OF LOAD IN AIRCRAFT
Type V	G-12E(2)	1	5 Foot			650 C/B
	(ALFUNCTION/FAILURE	<u> </u>				<u> </u>
	FUNCTION/FAILURE (ested IAW 33D2-3/	_				
				_		
	CONT	INUED	ON NEX	ΓPAG	SE.	

### **WHAT WAS THE MALFUNCTION?**

Extraction parachute deployed and inflated but load failed to extract. Load extracted after loadmaster placed right hand control handle to emergency position.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Used for tracking purposes.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not a malfunction - an incident.

ł.	<del></del>	G	ENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTUR	E AIRFIELD	3. 1	DATE	4. TYPE ACF	T	5. ACFT SER NO.	
					MC-1	30H		
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME		
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVAT	ION (Feet)	12. SURFACE WI	NDS (Knots)	13. VISI	BILITY (Feet/Miles)	
600	140 KCAS	190	) Feet	340 @	<i>i</i> ) 4 kts	Unrestricted		
			7_					
<u></u>			CARGO					
101.	T as process that the	,	T					
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TMITO).	NAVAIR No.)	25.	AERIAI	. DELIVERY SYS	TEM USED	1	
			DUAL RAI	L . CDS R	ELEASE GATE	OTHER	(Explain)	
Mass Supply	FM 10-512	2/	NO. PLATFORM	IS NO. CC	NTAINERS	1		
3700 LBS	TO 13C7-	1-8	1					
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		FRACTION/RE- PARACHUTE	29. LENGTH	OF REEFING		ITION OF LOAD IN RAFT	
		Ri	ng Slot					
Type V	G-12E(2)		-Foot			1	1	

### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse,)

The 15 foot extraction parachute deployed normally and extracted the platform from the air-craft. Suspension lines of both cargo parachutes elongated fully. Neither cargo parachute inflated. One cargo parachute canopy elongated normally while the second began to wrap around the other. This was confirmed when inspected on the ground as the suspension lines were twisted together. The load impacted the ground approximately 325 yards at 1 o'clock from the Heavy Equipment Point of Impact (PI) and then cartwheeled forward about 12 yards. The extraction line, extraction parachute, deployment line, and G-12 bags landed at about 100 yards and 12 o'clock from the PI. Inspection of the extraction parachute, line and deployment line revealed nothing unusual. One of the G-12 bags was normal. Inspection of the second revealed the following: The locking stow flap had an 8 inch tear on the seam above the first locking slot. Both locking slots were unusually stretched. The suspension line stowage flap was found to be missing. It separated at the seam that attaches it to the G-12 bag. This flap was found within the G-12 paraghutes near the load. There were no suspension line stows attached to the flap or through the locking stow loops. Both locking stow loops were pulled from their seams, but remained as loops. All suspension lines were inspected and were not broken or damaged. There was no damage found on either cargo parachute. The M-1 cargo parachute release was destroyed. The timbers that comprised the load were destroyed. The Type V platform was destroyed.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The malfunction occurred during the deployment phase. The opening sequence of one parachute was normal until the second parachute began to twist around the other parachutes suspension lines. Inspection of the malfunction suspension line stowage flap indicated that all locking stows broke the 1/4 inch wide, type I cotton webbing stow ties normally. Damage to each locking stow loop and the tear in the locking stow flap indicate the loops may have tried to pull the suspension lines through the locking slots. This may have been caused by the suspension line stowage flap separationg from the G-12 bag. All suspension lines eventually released from the flap and elongated, but the delay in the opening sequence allowed the chute time to wrap around the other.

### **ANALYSIS: 53**

### WHAT WAS THE MALFUNCTION?

Cargo parachute failed to deploy normally. The load impacted the ground destroying the load and cart wheeled.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspension lines were twisted together. One cargo parachute opened normally, the other one wrapped around the other parachute. Suspension line stowage flap separated from the G-12 bag.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not enough information - no tracking available.

				NERAL		_			I a
. UNIT BEING AIRLIFTED	İ	2. DEPARTURE A	AIRFIELD	3.	DATE	4.	TYPE ACF C-17	Т	5. ACFT SER NO.
. OPERATION/EXERCISE			7. DZ AND	LOCATION			8. DATE	AND TIME	
ACFT ALTITUDE (Feet)	10. ACFT SPI		11. DZ ELEVATI 289		12. SURFACE V	•	(nots)		BILITY (FeetiMiles)
609 AGL	142	KCAS	289	<u> </u>	280	VI/ /			+10 Miles
				7					
II. 13. TYPE LOAD AND	24. RIGGE	DIAW (TM/TO/NA		CARGO					
WEIGHT	1	·	·	25.	AERI	AL DELP	VERY SYS	TEM USED	
				DUAL RAI		RELEAS		OTHER	(Explain)
Mass Supply	FN	M 10-512/		NO. PLATFORM	IS NO. (	ONTAI	NERS		
3070 Lbs	TO	D 13C7-1-	-8	2					
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE NUMBER	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE	29. LENGT) LINE	OF RE	FING		ITION OF LOAD IN CRAFT
Type V	G-1	2E (2)	15-Fo	ot Ring Slo	ot				of 2
line was cut over			•	ın aırcraft.	After sho	rt rac	etraci	x the ex	xtraction
-			•	ın aırcraft.	After sho	rt rac	etraci	c the e	xtraction
-	DZ and	recovered.						x the ex	xtraction
line was cut over	DZ and	recovered.	(If more spa	ace is needed	, continue (	n rev	erse.)		
line was cut over	DZ and	nylon link s	(If more spa	nce is needed was not re	, continue o	n rev	erse.)	eplace	d with type
line was cut over  32. CAUSE OF MALI  One of the ½ inch	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  22. CAUSE OF MALE  One of the ½ inch  II nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  2. CAUSE OF MALE  One of the ½ inch  II nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  2. CAUSE OF MALE  One of the ½ inch  II nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  22. CAUSE OF MALE  One of the ½ inch  II nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  32. CAUSE OF MALI  One of the ½ inch  III nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  32. CAUSE OF MALI  One of the ½ inch  III nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  32. CAUSE OF MALI  One of the ½ inch  III nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  32. CAUSE OF MALI  One of the ½ inch  III nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type
line was cut over  22. CAUSE OF MALE  One of the ½ inch  II nylon. This cha	DZ and	N/FAILURE nylon link s	(If more spa safety ties foot extra	was not rection pack	, continue of moved af	n rev	erse.)	eplace	d with type

### WHAT WAS THE MALFUNCTION?

Second extraction parachute failed to open and extract platform (sequential package).

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

One of the 1/2-inch tubular nylon safety ties was not removed after being replaced with type III nylon.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Do not let the JAI loadmaster do any rigging on the airplane.

I.				SENERAL					-		
1. UNIT BEING AIRLIFTED		2. DEPARTURE	AIRFIELD		3. D	ATE		4. T	YPE ACFT C-1		5. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AN	DLOCATION					8. DATE A	ND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet MSL	10. ACFT SPEI 14		11. DZ ELEVA 42			12. SUR	FACE WIN	•	nots)		BILITY (FeetiMiles) Inlimited
				<del>-</del>							
111.				CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGED	IAW (TMITOIN	AVAIR No.)	25.			AERIAL	DELIV	ERY SYSTI	EM USED	
				DŲAL	RAIL		CDS RE	LEASE	GATE	OTHER	(Explain)
8 Foot Mass	FM	10-512/		NO. PLATF	ORMS		NO. CO	NTAIN	ERS		
Supply	ТО	13C7-1-8	3	1							
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PA AND N	ARACHUTE UMBER		CTRACTION/RE- PARACHUTE			LENGTH O	OF REEF	ING		ITION OF LOAD IN RAFT
Type V	G-11	B (1)	15	-Foot							1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Drogue parachute deployed properly and deployed the 15 foot extraction parachute. The 15 foot extraction parachute failed to inflate. Approximately one minute later the load exited the AC. The G-11B parachute deployed properly and the load landed on the ground safely 2 miles off the DZ. The extraction parachute was recovered. One U-bar connector link was not attached to the adapter web and all but one suspension line came off the connector link. The connector link was bent in a v-shape. The threads in the connector link was not stripped out. There was no damage to any of the air items.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

It is thought that the U-bar connector link screws were missing. When the 15 foot extraction parachute started to deploy the deployment forces caused the cap on the U-bar connector link to separate from the connector link. The suspension lines came off the connector link causing the 15 foot Extraction parchute to not fully inflate.

# WHAT WAS THE MALFUNCTION?

15 foot extraction parachute failed to inflate (C-17). Load exited the aircraft late - off DZ.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Improper inspection of U-bar connector link by the rigger.
- 2. Internal packing of the parachute.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Quality control in the rigger shop. Final rigger inspection should have caught this during packing phase.

I. 1. UNIT BEING AIRLIFTED		RTURE AIR		NERAL	DATE		4. TYPE ACF	<del>-</del>	5. ACFT SER NO.
I. UNIT BEING AIKLIFTED	2. DEPA	KIUKE AIF	CFIELD	3.	DATE	ļ			S. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND I	OCATION			C-130	) AND TIMI	<u> </u>
5. OPERA HON/EXERCISE			7. DZ AND I	LOCATION			8. DATE	ANUTIMI	•
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knot	) 1 1	1. DZ ELEVATIO	ON (Foot)	112 611	RFACE WINDS	(Knots)	12 1/10	IBILITY (Feet/Miles)
1100 Feet	130	" [ˈ	313	• •	12. 30	6	(K/IUIS)	1	Vot Given
1100 1 cct	130		31.			0	-	1	NOT GIVEII
				<u> </u>					
111.				CARGO					
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TA	MITOINAV	AIR No.)	25.		AERIAL DE	LIVERY SYS	TEM USE	)
			i	DUAL RA	IL .	CDS RELE	ASE GATE	OTHER	l (Explain)
M119/M998	FM 10-51	9/		NO. PLATFORM	AS .	NO. CONT	AINERS	1	
20,420 Lbs	TO 13C7-				- 1				
26. TYPE PLATFORM/AIR-	27. TYPE PARACHU		28. SIZE EXT	RACTION/RE-	29	LENGTH OF	REEFING		ITION OF LOAD IN
DROP CONTAINER	AND NUMBER		LEASE P.	ARACHUTE	- 1	LINE		AiR	CRAFT
Type V, 32					i				
Foot	G-11B (4	.)	. 28	3-Foot					1
31. DESCRIPTION OF M	MALFUNCTION/FA	JLURE/	DAMAGE I	NCURRED (	if more	snace is ne	eded, conti	inue on i	reverse.)
Extraction parach				`		•			*
						•			•
(possibly achieving	•					_			
aircraft immediate	•				_	-			
the parachute stov	vage platform.	Two (	G-11Bs p	oartially d	eploy	ed out o	f the de	ployn	nent bags
1		e oron			1 0	11 .		were n	. 1
*	pacied with th	c grou	nd. On ir	spection 1	the to	llowing	points v		oted:
before the load im									
before the load im EFTC functioned	correctly, 3-po	oint lir	ık release	ed from la	tch, l				
before the load im	correctly, 3-po	oint lir	ık release	ed from la	tch, l				
before the load im EFTC functioned of the load, 28-foo	correctly, 3-po ot extraction pa	oint lir arachu	ik release ite suffer	ed from la ed damag	tch, l e.	M-2 rele	ase was		
before the load im EFTC functioned	correctly, 3-po ot extraction pa	oint lir arachu	ik release ite suffer	ed from la ed damag	tch, l e.	M-2 rele	ase was		
before the load im EFTC functioned of the load, 28-foo 32. CAUSE OF MAL	correctly, 3-po ot extraction pa	oint lin arachu LURE (I	nk release te suffer f more spa	ed from la ed damag	tch, Ne.	M-2 rele	ase was	s in pla	nce on top
before the load im EFTC functioned of the load, 28-foo 32. CAUSE OF MAL	correctly, 3-po ot extraction pa FUNCTION/FAIL third of a four s	oint linarachu  LURE (I	nk release te suffer f more spa rmation.	ed from la ed damag  nce is needed  Aircraft s	tch, l e. d, cons	M-2 rele	everse.)	in pla	ster than the
before the load im EFTC functioned of the load, 28-foo 32. CAUSE OF MAL The aircraft was to other aircraft. Air	correctly, 3-po ot extraction pa FUNCTION/FAIL third of a four s craft altitude w	cint linarachu  LURE (I  ship fo	te suffer f more spa rmation. o the sam	ed from la ed damag  nce is needed  Aircraft s ne as the fi	tch, Me.  d, consequences	M-2 rele	everse.) seem to	be fast	ster than the
before the load im EFTC functioned of the load, 28-foo  32. CAUSE OF MAL  The aircraft was to other aircraft. Air seemed to exit the	correctly, 3-po ot extraction particular struction/FAIL third of a four struction and the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the	oint linarachu  LURE (I  ship fo  vas alse than t	te suffer f more spa rmation. o the sam	ed from la ed damag  nce is needed  Aircraft s ne as the fi	tch, Me.  d, consequences	M-2 rele	everse.) seem to	be fast	ster than the
before the load im EFTC functioned of the load, 28-foo 32. CAUSE OF MAL The aircraft was to other aircraft. Air	correctly, 3-po ot extraction particular struction/FAIL third of a four struction and the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the	oint linarachu  LURE (I  ship fo  vas alse than t	te suffer f more spa rmation. o the sam	ed from la ed damag  nce is needed  Aircraft s ne as the fi	tch, Me.  d, consequences	M-2 rele	everse.) seem to	be fast	ster than the

### **WHAT WAS THE MALFUNCTION?**

32-foot heavy equipment load impacted the ground destroying the load. Extraction parachute deflated but still pulled load from the aircraft. Not enough force to separate bags from parachutes.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Extraction parachute failed.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Packing proficiency - Buy new 15-foot extraction parachutes.

LIANT BEING AIRLIETER	0.000.0000	GENERAL  2. DEPARTURE AIRFIELD  3. DATE  4. TYPE ACFT									
1. UNIT BEING AIRLIFTED	2. DEPARTUR	AIRFIELD	3. D	AIE							
C OPERATION SYSTEMS	<u> </u>	12.02.400	L OCATION:		C-130						
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME					
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVAT	ON (Feet)	12. SURFACE	WINDS (Knots)	13. VISIBILITY (Feet/Miles)					
1,000	Unknown	Unk	nown		8	Unknown					
			7								
III.			CARGO								
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TMITOIN	AVAIR No.)	25.	AFD	IAL DELIVERY SYS	TEM LISED					
WEIGHT			<del> </del>	7 1		1					
HMMWV/			DUAL RAIL		RELEASE GATE	OTHER (Explain)					
Howitzer Combo			NO. PLATFORMS	NO.	CONTAINERS						
20,400 LBS	TO 13C7-10	)-31	1								
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXT LEASE I	RACTION/RE- PARACHUTE	29. LENGT LINE	H OF REEFING	30. POSITION OF LOAD IN AIRCRAFT					
				1							
32-Foot Type V	G-11 (4)		28-Foot			<u> </u>					
32. CAUSE OF MAL				, continue	on reverse.)						
Unknown - Await	ting return of equip	oment to in	vestigate.								
					_						
	CON	TINUED	ON NEXT	Γ PAGE	E						
	CON	TINUED	ON NEXT	Γ PAGE	Ε						

### WHAT WAS THE MALFUNCTION?

Parachute risers were cut. Parachutes failed to deploy properly.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Pack tray may have contacted the risers and cut them.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

No trends noted - Appears to be a one-time event. Requires monitoring.

							_
		GE	NERAL				
. UNIT BEING AIRLIFTED	2. DEPARTUR	E AIRFIELD	3. DA	TE 4.	TYPE ACFT	5. ACFT SER	
					C-130	<u> </u>	
. OPERATION/EXERCISE		7. DZ AND I	OCATION		8. DATE A	IND TIME	
. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVATIO	ON (Feet) 1:	2. SURFACE WINDS (#	(nots)	13. VISIBILITY (Feet/M	liles)
600 Feet	140	200		0		Unlimited	
			7			G1444114.00	
11.			CARGO				=
3. TYPE LOAD AND	24. RIGGED IAW (TM/TO/)						
WEIGHT			25.	AERIAL DELI	VERY SYST	EM USED	
<b>Heavy Training</b>			DUAL RAIL	. CDS RELEAS	E GATE	OTHER (Explain)	
Load	FM 10-512	2/	NO. PLATFORMS	NO. CONTAII	NERS		
2900 LBS	TO 13C7-		1				
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXT	RACTION/RE- ARACHUTE	29. LENGTH OF REI	FING	30. POSITION OF LOAD	D IN
DROF CONTAINER	AND NOMBER		All All All All All All All All All All	Line		Allena I	
				İ		F.G. 55	
Type V	G-12E(2)	15-Fo	ot Ringslot			F.S. 576	)
Parachute bag ris	er stow panel ripp					ome of the rise	ers
to remain in the ri	ser line stow ties.						
							_
	CON	TINUED	ON NEXT	PAGE			ı
	CON	TINUED	ON NEXT	PAGE			

### WHAT WAS THE MALFUNCTION?

One G-12E parachute did not deploy.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Parachute bag riser stow panel ripped away from the parachute bag causing some of the risers to remain in the riser line stow ties. Possibly improper packing procedures.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not enough information to determine cause of malfunction.

1.	**		GE	NERAL			•				
1. UNIT BEING AIRLIFTED	2. DEP/	ARTURE A	IRFIELD		3. D	ATE		4. TYPE ACF	T	5. ACFT SER NO.	
	<u> </u>							C-17			
6. OPERATION/EXERCISE			7. DZ AND L	OCATION				8. DATE	AND TIME	i	
			<u> </u>						_		
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Kno	· 1	11. DZ ELEVATIO	ON (Feet) KNOWN	I	12. SUR	FACE WINE	•	1	BILITY (FeetiMiles)	
2260 MSL	2260 MSL 145 Knots						220/	12	7 Miles		
				72							
101.				CARGO							
23. TYPE LOAD AND	24. RIGGED IAW (T	MITOINAV	VAIR No.)	<u> </u>						,	
WEIGHT				25.			AERIAL E	ELIVERY SYS	TEM USED		
Heavy				DUAL	RAIL		CDS REL	EASE GATE	OTHER	(Explain)	
equipment	FM 10-5	512/		NO. PLATF	ORMS		NO. CON	TAINERS	7		
2640 LBS	TO 13C			2.							
26. TYPE PLATFORM/AIR-	27. TYPE PARACHU		28. SIZE EXT			29.	LENGTH OF	RFEFING	30. POS	ITION OF LOAD IN	
DROP CONTAINER	AND NUMBER			ARACHUTE			LINE			RAFT	
	i		C-17 D	rogue		1					
Trung V	C 12E		15-Foot	_	tion					2 62	
Type V	G-12E		13-5000	Extrac	llOI.	1			<u> </u>	2 of 2	

### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

15-foot drogue/extraction parachute malfunctioned approximately 9-10 seconds after being deployed. The parachute collapsed and was subsequently jettisoned by the loadmaster. Parachute was recovered and no damage to the aircraft occurred. Upon recovery of the drogue parachute, five panels were completely blown, five of eight suspension lines were broken on one adaptor web near connector link. Three of eight suspension lines were broken on another adaptor near the connector link. The lower lateral band on lines 3, 5, 6, 12, 13, 14 and 15 were ripped. The parachute has had 4.3 hours of major repairs.

### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The C-17 uses 15-foot extraction parachutes as a drogue parachute. The parachute being used as an extraction parachute and a drogue parachute is putting (the rest of the report was missing).

# **WHAT WAS THE MALFUNCTION?**

15-foot drogue/extraction parachute malfunctioned approximately 9-10 seconds after being deployed.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

This parachute is not designed to be towed for this amount of time at this speed.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Parachute is in the process of being upgraded.

				NERAL								
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	MRFIELD		3. DA1	.£	4.	TYPE ACE		5. ACFT SER NO.		
	ŀ							C-13	0			
6. OPERATION/EXERCISE			7. DZ AND	LOCATION				8. DATE	AND TIM	E		
9. ACFT ALTITUDE (Feet)	10. ACFT SPEE		11. DZ ELEVATI		12	. SURFACE V	•	Knots)		IBILITY (Feet/Miles)		
400 Feet	130 K	nots	24	0 Feet		Cal	m	n 7 + Mile				
				7_								
III.				CARGO								
23. TYPE LOAD AND	24. RIGGED	AW (TMITOINA										
WEIGHT Heavy Training	FM 10	-500-2/		25.		AERI	AL DELI	VERY SYS	TEM USE	)		
Platforms	•				RAIL	. CDS	RELEAS	SE GATE	OTHER (Explain)			
3150 + 2950	FM 10			NO. PLATF	ORMS	NO.	CONTAI	NERS	1			
	TO 13			2					İ			
respectively 26. TYPE PLATFORM/AIR	27. TYPE PA		1 28 SIZE EYT	Z RACTION/RE		29. LENGT	A OE BE	FEING	30 009	SITION OF LOAD IN		
DROP CONTAINER	AND NU	IMBER		ARACHUTE		LINE	1 OF NE	LFING		CRAFT		
Type V	G-12	E (2	•						l F	S 575;		
8 Foot Platforms	per lo	`		15-Foo	4					S 547		
32. CAUSE OF MAL Inspection of both of the M-1's have connectors were a thorough investig not releasing the	FUNCTION  M-1 rele indentati milled win ation of b	ease assements ons in the the different outh M-1's	nblies did channel f at thicknes no solid e	not reve or the resses. Th	al an etaine	ything s er clamp ers in b	specion and soth I	fic. T pin. M-1's	The pa	rachuted. After a		

# **WHAT WAS THE MALFUNCTION?**

M-1 releases did not disengage the parachutes.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Improper inspection procedures?
- 2. Bad parachute connector.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

No enough information for constructive reason.

1.			GE	NERAL					···			
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	IRFIELD		3. DA1	ΓE			YPE ACF		5. ACFT SER NO.	
			12.05	0647:00				_	C-13(		<u></u>	
6. OPERATION/EXERCISE			7. DZ AND I	LOCATION				ı	8. DATE	E AND TIME		
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	EED (Knots)	11. DZ ELEVATI	ON (Feet)	12	. SURI	FACE WIND	)S (K	nots)	13. VIS	IBILITY (Feet/Miles)	
400 feet	130 F	Knots	240 1	eet			Calm	1			7+	
				7_								
III.			(	CARGO								
23. TYPE LOAD AND	24. RIGGEI	DIAW (TMITOINA	VAIR No.)	25.			AERIAL D	SI IV	EDV (V(1	FERA LICES	<b>.</b>	
Heavy Training	FM	10-500-2/		23.						EM USEL		
Platforms	ТО	13C7-1-5		DUAL		L	CDS RELI	-		OTHER	(Explain)	
3620 + 3150	FM	10-512/		NO. PLATF	ORMS		NO. CONTAINERS					
respectively	ТО	13C7-1-8		1								
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE NUMBER	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE			ENGTH OF	REEF	FING		SITION OF LOAD IN	
Type V											FS 475;	
8-Foot Platform	G-12	2E (2)	15-Foot	Extract	tion					FS 475 FS 575		
No damage to the same of the suspected car. M-1, the back plannissing a screw.	LFUNCTION THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STAT	ON/FAILURE these two le	c (If more s	pace is no he times were lo	rs. O	con n in	ntinue on aspections of the tire	on	of the			
							/	_				

### WHAT WAS THE MALFUNCTION?

M-1 release assemblies did not release the parachutes once the loads landed on the DZ.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspected cause on these two loads are the timers. One back plate was loose. The screws were loose on both timers. One timer was missing a screw.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Take timers out of Air Force inventory or follow better inspection procedures.

	<del></del>				-	7							
1.				GE	NER	AL							
1. UNIT BEING AIRLIFTED		2. DEPARTURE	AIRFI	ELD			3. D	ATE		4. TYPE	ACFT		5. ACFT SER NO.
		ł					ĺ			C-1	7		
6. OPERATION/EXERCISE				7. DZ AND L	.OCAT	TION				8. D	ATE A	ND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	EED (Knots)	11. [	DZ ELEVATIO	ON (Fe	eet)	$\Box$	12. SUR	FACE WI	ND\$ (Knots)	)	13. VISII	BILITY (Feet/Miles)
1196 Feet AGL	148	KCAS		1163	Fe	et	Ì		10-12	Knots	5	U	nrestricted
			=		<b>=</b>	<u></u>							
101.	<del></del>				CARC	=							
	T an moss				AN	30							-
23. TYPE LOAD AND WEIGHT	24. RIGGEL	DIAW (TMITOIN	IAVAIK	∤ <b>N</b> o.)	25.				AERIAI	LDELIVERY	SYST	EM USED	
						DUAL	. RAIL		CDS R	ELEASE GAT	ſΕ	OTHER	(Explain)
Heavy Equipment	FM 1	10-512/			NO.	PLATF	ORMS	;	NO. CO	ONTAINERS			
3,200 LBS	•	13C7-1-8	;			1							
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER	72	8. SIZE EXT					LENGTH	OF REEFING			ITION OF LOAD IN
						•							
	i							1					
Type V - EFTC	G-1	12E (2)	1	15-Foot	t Ri	ng S	lot					F	S 1085

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was a local training mission airdrop that was uneventful up to the release point checklist. At approximately fifteen seconds prior to the release point, the 15-foot drogue parachute was deployed IAW T.O. procedures. Approximately five seconds after the drogue parachute inflated, it blew out an undetermined amount of panels and collapsed. The parachute was jettisoned without incident and the aircraft continued its' mission.

### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

After an inspection by parachute riggers, it was determined that the initial cause of this drogue malfunction was parachute panel failure. The panel failure led to significant skirt and canopy line damage. This particular drogue parachute was manufactured on 12 Mar 97 and was used a total of twelve times. The investigative team found no definite conclusion for the panel failure. NOTE: This was the second of two drogue malfunctions on this mission.

### WHAT WAS THE MALFUNCTION?

 $15\hbox{-foot drogue/extraction parachute malfunctioned approximately $2$ seconds after the parachute inflated.}$ 

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

This parachute is not designed to be towed for this amount of time at this speed.

# WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Parachute is in the process of being upgraded.

•	<del></del>						
			NERAL				T =
. UNIT BEING AIRLIFTED	2. DEPARTURE AII	RFIELD	3. DA	rE	4. TYPE ACF		5. ACFT SER NO
					Not G		<u> </u>
i. OPERATION/EXERCISE		7. DZ AND I	LOCATION		8. DATE	AND TIME	
). ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots) 1	1. DZ ELEVATI	ON (Feet)	. SURFACE WINE	S (Knots)	13. VISI	BILITY (Feet/Mile
24,900	145	13	00	4		U	nrestricted
			7				
N.		(	CARGO				
3. TYPE LOAD AND	24. RIGGED IAW (TMITOINAV	AIR No.)	25.	450(4)		TELL 11650	
WEIGHT		ELIVERY SYS	TEM USED				
			DUAL RAIL	. CDS REL	CDS RELEASE GATE OTHER (E		(Explain)
LVAD weight tub	FM 10-500-2/		NO. PLATFORMS	NO. CON	TAINERS	1	
41,900 Lbs	TO 13C7-1-5					1	
26. TYPE PLATFORM/AIR-	27. TYPE PARACHUTE	28. SIZE EXT		29. LENGTH OF	REEFING		ITION OF LOAD IN
DROP CONTAINER	AND NUMBER	LEASE P	ARACHUTE	LINE		AiRC	RAFT
20 Foot Type V	94 Foot (3 ³ )	28-1	Foot (2)			I FS	S 765
32. CAUSE OF MALI	FUNCTION/FAILURE (	If more sp	ace is needed,	continue on	reverse.)		
	op of the Long Rang r test load there was	_	unched Targ	• •	_		0 MSL.
a floating 3 pt link opening shock of	assembly that cont the extraction paraci ink to contact the ai	nected to hutes, the	the 120 ft. m e whiplash a	nain extrac	etion line e extract	e. Afte tion lir	mbly and r the caused

# WHAT WAS THE MALFUNCTION?

3 Point link on test extraction system punched a 1-inch X 20-inch hole in the floor.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

3-point link.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

This was a test load. Repad or rethink extraction.

I.				ĞE	NERA	L							
1. UNIT BEING AIRLIFTED		2. DEPARTURE	AIRFIELD			3. D	ATE		4.	TYPE ACFT		5. ACFT SER NO.	
										C-17	7		
6. OPERATION/EXERCISE			7. D	ZAND	OCATIO	N				8. DATE A	AND TIME		
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	EED (Knots)	11. DZ E	LEVATI	ON (Feet	eet) 12. SURFACE WINDS (Knots)					13. VISI	BILITY (Feet/Miles)	
798 Feet AGL	145	KCAS		153	32			210/	12		Unlimited		
		•			72								
101.				(	CARGO	)							
23. TYPE LOAD AND WEIGHT			GED IAW (TMITOINAVAIR No.)				25. AERIAL DELIVI					)	
					$\perp$		1 1						
						UAL RAIL	<del> </del>					(Explain)	
Mass Supply	FM	10-512/		NO. PLA			`	NO. C	UNITAL	NEKS			
3595 Lbs	ТО	13C7-1-	8		2	2						CVR	
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE NUMBER			RACTION ARACHU		29	29. LENGTH OF REEFING LINE			30. POSITION OF LOAD IN AIRCRAFT		
		. •=•											
	1						İ						
Type V	G-	12E(2)	15-	15-Foot Ring			t					FS 871	

### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At approximately 15 seconds prior to green light, the drogue parachute was deployed but failed to fully inflate and was jettisoned. The instructor loadmaster stated he saw the drogue chute start to inflate and then collapse into a tangled ball and the decision was then made to jettison it. The drogue chute was jettisoned and the aircraft landed without further incident.

### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The drogue chute had five of eight suspension lines broken on one side of the adapter web. Two suspension lines appeared to have been cut within six inches of the U-link on the adapter web. A third line broke approximately four feet from the U-link. Two other lines were broken closer to the canopy skirt and one of these lines had two knots in it. The three remaining suspension lines that didn't fail had blown panels in the canopy. The eight suspension lines on the other side of the adapter web were serviceable and there were no blown panels in the canopy. This part never inflated due to entanglement of the broken suspension lines from the other side. The suspected cause of this malfunction is if the two lines closest to the U-bar failed and wrapped around the remaining suspension lines thus preventing the chute from fully inflating. The three other lines are suspected to have failed from stress. The damage was not more wide spread due to the fact that the chute never fully inflated.



**ANALYSIS**: 64

# WHAT WAS THE MALFUNCTION?

C-17 drogue parachute failed to inflate.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material failure.

# WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Parachutes need to be upgraded.

l				NERAL								
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	RFIELD	I	3. DAT	Æ			E ACFT		5. ACFT SER	10.
		<u>.</u>		l						30H		
6. OPERATION/EXERCISE			7. DZ AND	LOCATION				8.1	DATE A	ND TIME		
			<u> </u>					<u> </u>				
9. ACFT ALTITUDE (Feet)												
650 AGL	<u> </u>	40	5	550			Calm				Unlimited	1
				7_								
III. CARGO												
23. TYPE LOAD AND  24. RIGGED IAW (TMITOINAVAIR No.)  WEIGHT  25. AERIAL DELIVERY SYSTEM USED												
WEIGHT	FN	1 10-500-2	./	25.			AERIAL DE	LIVERY	7 5421	EW OZED		
	TC	) 13C7-1-5	5	DUAL	RAIL	·	CDS RELEA	ASE GA	<b>TE</b>	OTHER	(Explain)	
Heavy Equipment	FN	1 10-512/		NO. PLATFO	ORMS		NO. CONTA	AINERS				
3000 LBS	1	) 13C7-1-8	2	1								
26. TYPE PLATFORM/AIR-		ARACHUTE		RACTION/RE-		29. LE	NGTH OF R	EEFIN	G	30. POSITION OF LOAD IN		
DROP CONTAINER	AND	NUMBER	LEASE P	ARACHUTE		LII	NE			AIRC	RAFT	
	l		<b>'</b>									
Type V	Type V G-12E (2)									Λfi	Edge 70	Λ
Type v	U-1	ZE (Z)	. 13	-Foot						7 110	Luge 70	<u> </u>
M-1 DID NOT R	ELEAS			incurrei IUTES (								
32. CAUSE OF MALI M-1 FAILED TO	FUNCTIO	SE MAIN F	ARACH	IUTES ( ace is nee R DID I	ONC	contin	ue on r	evers	RO) (e.) (-1 T	UND.	R WAS	
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S	functio D RELE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	ΑN
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	— AIN
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	Αſſ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	ΑΠ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	AΠ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	AII
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	AΠ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	AΠ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	AII
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	ΑΠ
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	<b>Α</b> Π
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTIO O RELE SECONI N THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTION RELECTIONS THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE	ARACH (If more sp S, TIME FORE L	IUTES ( ace is need R DID I OADIN	onc ded, o DRC IG C	continu OP D	ue on ro	evers . M M-1	e.)	UND.	R WAS	
32. CAUSE OF MALI M-1 FAILED TO NOTED AT 13 S APART BACK II	FUNCTION RELECTIONS THE	SE MAIN F N/FAILURE ( ASE G-12 DS ON BE SHOP, AL	ARACH (If more sp S, TIME FORE L	ace is need R DID I OADIN KED GO	ONC	continuo DP D HE O	ue on ro OWN CKS.	evers . M M-1	e.)	UND.	R WAS	

# WHAT WAS THE MALFUNCTION?

M-1 did not release main parachutes once on the ground.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Intermitent timer.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Bad timer - Not enough information.

2												
I. GENERAL												
1. UNIT BEING AIRLIFTED											10.	
6. OPERATION/EXERCISE		<u> </u>	7 D7 AND	OCATION	L		_		130H	1		
6. OPERATION/EXERCISE 7. DZ AND LOCATION 8. DATE AND TIME												
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (											
1500 Feet AGL 190 KIAS 5550 MSL NA Unlimited												
III. CARGO												
23. TYPE LOAD AND WEIGHT  24. RIGGED IAW (TM/TOINAVAIR No.) 25. AERIAL DELIVERY SYSTEM USED												
WEIGHT		M 10-500-2				1 1			ĭ	·		
TT	1	) 13C7-1-	5	NO. PLATE		. CDS REI			OTHER	(Explain)		
Heavy Equipment	1	И 10-512/		NO. FEAT	Onwis	10.00	110	NEW 2	1			
3000 LBS		D 13C7-1-	· · · · · · · · · · · · · · · · · · ·	1					<u> </u>			
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER	28. SIZE EXT LEASE P	RACTION/RE ARACHUTE		29. LENGTH O LINE	FRE	EFING		30. POSITION OF LOAD IN AIRCRAFT		
Type V	G-	12E (2)	1	5-Foot				Λft	Edge 680	)		
			- <b>A</b>					_				
31. DESCRIPTION OF M	ALFUNCI	ION/FAILURE	/ DAMAGE !	INCURKE	บ (11 11	nore space is i	reed	cu, cont	inue on r	everse.)		
At 10 minute warning, after left hand locks were removed the platform rolled aft. Platform												
secured and drop sequence terminated. Landed without any further problems.												
200 Maria May Sequence Commission Landou William Interior proceeding.												
22 CAUCE OF MAI	EUNICTI	ONI/EAH HIDE	( <b>T</b> £			4:						
32. CAUSE OF MAI	FUNCTIO	JN/FAILUKE	(II more s)	pace is ne	eaea,	, continue of	n re	everse.)				
#9 lock set at 2.5	0. Righ	t hand lock	released	premat	urely	after left	ha	nd lo	eks we	re remove	ed.	
Lock verified eng	_			-	-							
tested good by m									,			
l												
		CONT	INITIES	ANI NIF	N N Z CET	DACE						
		CONT	INUED	UN NE	LXT	PAGE						

### **WHAT WAS THE MALFUNCTION?**

Loose platform prior to green light.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failed right hand lock.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Standardize -21 checks of locks. Ensure/Brief loadmasters and JAIs to double check "fingers between rollers".

I.	<del></del>	·	GE	NERAL								
1. UNIT BEING AIRLIFTED 2. DEPARTURE AIRFIELD 3. DATE 4. TYPE ACFT 5. ACFT SER NO												
									C-1	130		
6. OPERATION/EXERCISE 7. DZ AND LOCATION 8. DATE AND TIME												
ACFT ALTITUDE (Feet) 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 13. VISIBILITY (Feet/A												
1000 AGL	130 KIAS		142	4			Ca	ılm		j	9999	
				7_						-		
111.			(	CARGO								
23. TYPE LOAD AND	24. RIGGED IAW (TM	ITOINAVAI	R No.)	25			A CDI	41 D.F.I	N/CDV CVC	TEAA 11655		
WEIGHT 25. AERIAL DELIVERY SYSTEM USED												
	FM 10-5	512/	!	DUAL			L		SE GATE	OTHER	(Explain)	
Mass Supply	TO 13C	7-1-8		NO. PLATF	ORMS		NO.	ONTA	INERS			
2937 LBS												
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUT	E i	28. SIZE EXT	RACTION/RE- ARACHUTE			LENGT	OF R	EEFING	30. POSITION OF LOAD IN		
DROF CONTAINER	ANDIOMBER			AIGACHO I E						Ain.	- Carri	
	1					İ						
Type V G-12E (2) 15-Foot FS 650											FS 650	
31. DESCRIPTION OF M	IALFUNCTION/FAI	LURE/ D	AMAGE I	NCURRE	D (if n	iore :	space i	is nee	ded, conti	inue on r	everse.)	
Extraction phase												
suspension sling		_		•	-					_		
	-					-			-		-	
to tilt forward an				-	-		n une	OIII	y dama	age no	uced was	
extreme burns to	the left and rig	nt iorw	ara sus	pension	SIII	gs.						
32. CAUSE OF MAL	FUNCTION/FAIL	IIDE (If	more en	nca is naa	hah	cont	inua	an re	warea )			
			_									
Upon further insp	•								•			
deadman was rigg							_					
rigged at approxir							_			_		
was also rigged w	-			_				_		_		
was started at the	left aft suspens	ion slir	ıg. It wa	ıs also iı	ncor	rect	ly tie	ed at	the lef	ft aft si	uspension	
sling.												
I												

# **WHAT WAS THE MALFUNCTION?**

Heavy equipment platform landed on the EFTC latch.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Rigger's error on deadman's tie.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure better rigger training.

C-130							<u>_</u>							
C-130  3. DATE AND TIME  3. ACFT ALTITUDE (Feet) 10. ACFT SPEED (Knots) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knots) 7+ miles  3. ACFT ALTITUDE (Feet) 140 240 010@13 Knots 7+ miles  TARGO  13. TYPE LOAD AND WEIGHT FM 10-500-2/ Type V Heavy TO 13C7-1-5 FM 10-512/ Training Platform FM 10-512/ Taraining Platform FM 10-512/ DUAL RAIL COS RELEASE GATE OTHER (Explain)  TO 13C7-1-8 1  225. AFRIAL DELIVERY SYSTEM USED  OTHER (Explain)  TO 13C7-1-8 1  226. TYPE PLATFORMAIR: 127. TYPE PARACHUTE AND NUMBER 128. SIZE EXTRACTIONARE LINE 148. SPARACHUTE 148. SPARACHUTE 159. LENGTH OF REEFING 169. POSITION OF LOAD III.  Type V Platform 8 Foot G-12E (2) 15-Foot 1 of 2  13. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Training platform exited the plane, parachutes deployed. Upon landing on the drop zone, the M-1 failed to release the parachutes. No damage to the aircraft, the training platform or the parachutes. Inspection of the M-1 indicated that the timer keys did not release.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The M-1 was broken down and thoroughly inspected. On inspection of the timer assembly, (part no. 11-1-894-1), two of the four screws on the back plate of the timer box were loose. The suspected cause of the malfunction was a loose back plate. The fingers jamed open. The timer was fixed, bench tested seven times, marked for future reference. The timer was						NER	RAL							
ACRGO  23. TYPE LOAD AND WEIGHT FM 10-500-2/ Training Platform FM 10-512/ Type V Heavy TO 13C7-1-5 Training Platform FM 10-512/ Type V Platform And Number 22. Type parachute And Number 22. Type parachutes deployed. Upon landing on the drop zone, the M-1 failed to release the parachutes. No damage to the aircraft, the training platform or the parachutes. Inspection of the M-1 indicated that the timer keys did not release.  The M-1 was broken down and thoroughly inspected. On inspection of the timer assembly, (part no. 11-1-894-1), two of the four screws on the back plate. The timer was fixed, bench tested seven times, marked for future reference. The timer was fixed, bench tested seven times, marked for future reference. The timer was	UNIT BEING AIRLIFTED		2. DEPARTURE	AIRF	IELD			3. DA	TE		4.			5. ACFT SER NO
ACEPT ALTITUDE (Feet)  10. ACET SPEED (Knots)  11. DZ ELEVATION (Feet)  240  12. SURFACE WINDS (Knots)  7+ miles  7+ miles  7- miles  13. VISIBILITY (Feet)Mile  7- miles  7- miles  140  150  160  17- miles  17- miles  18. CARGO  18. TYPE LOAD AND WEIGHT  Type V Heavy Training Platform 28. TYPE LOAD AND FM 10-500-2/ TO 13C7-1-5 FM 10-512/ TO 13C7-1-8 TO 13C7-1-8 TO 13C7-1-8 TO 13C7-1-8 Type V Plat- FM 10-512/ TO 13C7-1-8 Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- FM 10-512/ Type V Plat- Type V Plat- FM 10-512/ Type V Plat- Type V Plat- Type V Plat- Type V Pla			<u> </u>											
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Type V Heavy Training Platform 2850 lbs TO 13C7-1-5 Type V Plat- Form 8 Foot To 12E (2) Training platform exited the plane, parachutes deployed. Upon landing on the drop zone, the M-1 failed to release the parachutes. No damage to the aircraft, the training platform or the parachutes. Inspection of the M-1 indicated that the timer keys did not release.  28. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The M-1 was broken down and thoroughly inspected. On inspection of the timer assembly, (part no. 11-1-894-1), two of the four screws on the back plate of the timer box were loose. The suspected cause of the malfunction was a loose back plate. The fingers jamed open. The timer was fixed, bench tested seven times, marked for future reference. The timer was fixed, bench tested seven times, marked for future reference. The timer was									01	0@	13 K	nots	7	7+ miles
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Training Platform 2850 lbs  TO 13C7-1-8  1  28. SIZE EXTRACTION/RE LEASE PARACHUTE  Type V Plat- form 8 Foot  G-12E (2)  To 15-Foot  Training platform exited the plane, parachutes deployed. Upon landing on the drop zone, the M-1 failed to release the parachutes. No damage to the aircraft, the training platform or the parachutes. Inspection of the M-1 indicated that the timer keys did not release.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The M-1 was broken down and thoroughly inspected. On inspection of the timer assembly, (part no. 11-1-894-1), two of the four screws on the back plate of the timer box were loose.  The timer was fixed, bench tested seven times, marked for future reference. The timer was	Type V Heavy						DUAL	RAIL		CDS	RELEAS	E GATE	OTHER	(Explain)
2850 lbs  TO 13C7-1-8  1  28. SIZE EXTRACTION/RE- LEASE PARACHUTE  29. LENGTH OF REEFING  30. POSITION OF LOAD II AND NUMBER  Type V Plat- form 8 Foot  G-12E(2)  15-Foot  1 of 2  1. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Training platform exited the plane, parachutes deployed. Upon landing on the drop zone, the M-1 failed to release the parachutes. No damage to the aircraft, the training platform or the parachutes. Inspection of the M-1 indicated that the timer keys did not release.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The M-1 was broken down and thoroughly inspected. On inspection of the timer assembly, (part no. 11-1-894-1), two of the four screws on the back plate of the timer box were loose. The suspected cause of the malfunction was a loose back plate. The fingers jamed open. The timer was fixed, bench tested seven times, marked for future reference. The timer was	• •	l .				NO.	PLATF	ORMS	Г	NO. C	ONTAI	NERS	1	
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	The M-1 was bro (part no. 11-1-89 The suspected ca The timer was fix	ken dow 4-1), tw use of th	on and those of the formal functions of the formal functions of the tested sections of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the formal functions of the functions of the formal functions of the formal functions of the formal functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the functions of the	rou our ctic	ighly ins screws on was a	spe on loc	cted the l	. Or back ack	ins pla plat	pect ite of e. T	ion of the	of the to timer ngers j	box v jamec	vere loose. l open.

# WHAT WAS THE MALFUNCTION?

M-1 release did not disengage the parachutes once on the ground.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Improper rigger inspection.
- 2. Loose screws on timer plate.
- 3. Bad timer.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Remove timer from inventory.

					-	7									
I. GENERAL															
1. UNIT BEING AIRLIFTED 2. DEPARTURE AIRFIELD 3. DATE 4. TYPE ACFT 5. A												5. ACFT SER NO.			
										ŀ	C-13	30			
6. OPERATION/EXERCISE		•	7. DZ	AND	LOCA	TION						8. DATE	AND TIME		
9. ACFT ALTITUDE (Feet)	10. ACFT SP	EED (Knots)	11. DZ ELE	VATI	ON (F	eet)	T	12. SŲR	RF/	CE WIN	DS (I	(nots)	13. VISI	BILITY (Feet/Miles)	
2700 MSL	2700 MSL 140 KIAS 1424 MS						1		32	20@	10		Clear		
101.					CAR	GO									
23. TYPE LOAD AND	24. RIGGE	D IAW (TM/TO/N/	AVAIR No.)							-					
<b>W</b> EIGHT					25.					AERIAL I	DELI	VERY SYST	TEM USED	)	
Mass Supply	F	M 10-512	2/			DUAL	RAIL		. CDS R		RELEASE GATE		OTHER (Explain)		
Heavy Equipment	Т	O 13C7-1	1-8	NO. PLAT				ORMS NO. CON				NERS	1		
3135 LBS	1	Chapter 11		1 1									1	EFTC	
26. TYPE PLATFORM/AIR-		PARACHUTE	28 5171	FYT	RACT	ON/RE-		29	29. LENGTH OF REEFING				30 POS	ITION OF LOAD IN	
DROP CONTAINER					28. SIZE EXTRACTION/RE- LEASE PARACHUTE			LINE						CRAFT	
	l		1					-							
Type V Platform	G-	12E (2)	1	15-Foot										FS 647	

### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Wing training heavy equipment platform failed to extract with 15 foot extraction parachute fully deployed outside the aircraft. Minor to moderate turbulance was encountered by the aircrew. Following emergency procedures the secondary loadmaster cut the 60-foot two loop extraction line and parachute away. No damage to the aircraft or equipment. The extraction parachute was not recovered.

### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

At green light the extraction parachute was deployed and fully inflated. The platform failed to extract due to the left hand number eleven lock still being engaged in the platform. Subsequently, the loadmasters applied emergency aft restraint and cut the extraction line and parachute away. Upon investigation, it was determined that the sleeve that holds the sequential draw bar together between the number ten and eleven lock had slid fully aft and was not in the seated position. This attributed to the number eleven lock remaining engaged in the platform. The draw bar sleeve was reseated to the full forward position and an operational checkout of the dual rails was conducted by maintenance in accordance with their job guides. No descrepancies were noted and there was no indication that the draw bar sleeve came into contact with anything that would preclude the sequential operation of the left hand locks. Mutliple attempts at duplicating the malfuntion were to no avail. We believe the malfunction was caused by the loadmaster failing to ensure that the sleeve was fully seated forward during the preflight. The loadmaster stated he pulled the sleeve forward until it stopped but did not visually verify that it was fully seated.



### WHAT WAS THE MALFUNCTION?

Heavy equipment platform failed to exit airplane with 15 foot extraction parachute fully deployed outside the aircraft. Sequential draw sleeve not in proper position.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Left hand lock malfunction.
- 2. Slip back in platform after being retracted.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Pay closer attention during preflight of the dual rail system.
- 2. Ensure draw bar sleeve is in the full forward position.

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Type V 8-Foot	G-	12E(2)	13-500	ot Ring S	SIOL					FS 520
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#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The unit's Malfunction Review Board could not determine the cause of this anomality. All loadmasters involved in the airdrop witnessed slack in the 60 foot extraction line after the 15ft ring slot extraction parachute was released. It was also noted that the extraction parachute was under the tail or close to the ramp and not fully extended the entire 60 foot length. According to the personnel at Ft Lee, there was a case where the extraction line momentarily snagged on the roller system and delayed full extension of the extraction line. Although all loadmasters noted slack in the extraction line after parachute release, it could not be determined if the line was caught. An evaluator loadmaster on board felt in his opinion the extraction line appeared to be snagged by the 550 cord on the 30D tab. In his opinion, the parachute was trailing about nine feet behind the ramp, which could coincide with being caught on the tab. However, all board crewmembers and the evaluator loadmaster agreed that it is highly unlikely to snag on the 30D tab.

**ANALYSIS**: 70

### WHAT WAS THE MALFUNCTION?

Unilateral HE failed to exit the aircraft. Extraction parachute was stuck 9 foot behind the ramp instead of 60 feet. After 2 seconds the extraction line elongated and extracted the load - 212 yards long.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not enough information - May be a one time event. No trends noted at this time. Extraction may have been caught on roller conveyors.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

None at this time.

I.		GI	ENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE	AIRFIELD		3. DA	TE.	4. TYPE ACF C-1		5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND	LOCATION	<u> </u>	<del> </del>		AND TIME	
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III.			CARGO					
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26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		TRACTION/RE- PARACHUTE		29. LENGTH LINE	OF REEFING		ITION OF LOAD IN
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At green light the e extraction parachut Secondary Loadma	MALFUNCTION/FAILUR extraction parachute re te opened momentarily aster reported seeing "	eleased from y then separ pieces" fly	n the bom rated fron from the	nb rac n the extra	ck and we extraction action line	nt into the sond for when separate	inue on ralipstrea	everse.) am. The e ground. occurred.

Emergency procedures were conducted and the extraction line was cut over the drop zone. Training was discontinued at that point and the aircraft returned to base. Extraction parachute recovered along with the extraction line. Only one spacer was recovered from the Type IV connector. The only damage incurred was the cutting of the extraction line and loss of Type IV connector link.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Examination of the extraction parachute and extraction line did not reveal any signs of damage or marks to the loops where the Type IV was installed. Evidence points to the Type IV connector link failing furing the extraction phase, resulting in the separation of extraction parachute from the extraction line prior to overriding the right-hand dual rail lock. The entire Type IV connector link not recovered. Possible causes: Type IV not properly closed prior to green light, material failure of the Type IV, or the keeper on the afte end of the extraction line slid down allowing the extraction line to pull against the faceplate of the Type IV.. JAI and aircrew loadmaster both stated all keepers were securely taped and that the faceplate was correctly installed.



### **CONTINUED ON NEXT PAGE**

### WHAT WAS THE MALFUNCTION?

Extraction parachute released from the bomb rack and went into the slipstream. The extraction parachute opened momentarily then separated from the extraction line and fell to the ground.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Type IV not properly closed prior to green light.
- 2. Type IV connector link may have failed.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure type IV connector link is properly locked during rigging and JAI.

1. UNIT SEING AIRLIFTED  2. DEPARTURE AIRFIELD  3. DATE  4. TYPE ACET C-17  5. ACET S. CC-17  6. OPERATION/EXERGISE  3. ACET ALTITUDE (Feed) 6. DO ACET 6. STEED (Knots) 11. DZ ELEVATION (Feet) 6. DO ACET 6. DEPARTON/EXERGISE  3. ACET ALTITUDE (Feed) 6. DO ACET 6. DEPARTON/EXERGISE  3. ACET ALTITUDE (Feed) 6. DO ACET 6. DEPARTON/EXERGISE  3. ACET ALTITUDE (Feed) 6. DO ACET 6. DEPARTON/EXERGISE 3. ACET ALTITUDE (Feed) 6. DO ACET 6. DEPARTON/EXERGISE 3. ACET ALD TIME  CARGO  22. TYPE LOAD AND WEIGHT  TO 13 C7-1-8  22. TYPE FLATE ORD AND WEIGHT  TO 13 C7-1-8  23. TYPE FLATE ORD AND TO 13 C7-1-8  24. TYPE FLATE ORD AND TO 13 C7-1-8  25. ACET ALE DELIVERY SYSTEM USED  OTHER (Explain) 11. DELEVATION AND TO 13 C7-1-8  26. TYPE FLATE ORD AND TO 13 C7-1-8  27. TYPE PLATE ORD AND TO 13 C7-1-8  28. STEE EXTRACTIONNES LOW Velocity Type V  G-12E(J)  15. FOOT Ring Slot FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute separate from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line hair and parachute connector link plate covers may have contributed to extraction line failure. The link plate covers was have sharp edges that may cut the extract line enough to allow line failure due to the forces applied during the extraction phase.													_
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Heavy Equipment   FM 10-512/   TO 13C7-1-8   1   NO. PLATFORMS   NO. CONTAINERS   3140 LBS   TO 13C7-1-8   1   28 SIZE EXTRACTION/RE.   29 LENGTH OF REEFING   30 POSITION OF LO AIR CRAFT   Low Velocity   Type V   G-12E(1)   Ring Slot   FS 1020   FS 1020    31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)   Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperat from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	23. TYPE LOAD AND	24. RIGGED I	AW (TM/TO/NA)					A E DIAL D	: IVEDV C	VCTEN	AUCED		
Heavy Equipment 3140 LBS TO 13C7-1-8 1  26 TYPE PLATFORMAIR: 127 TYPE PARACHUTE 128 SIZE EXTRACTION/RE- 129 LENGTH OF REEFING 130 POSITION OF LOW Velocity Type V 15-Foot Ring Slot FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperat from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	WEIGHT				-		1 1			-			
TO 13C7-1-8  26 TYPE PLATFORM.AIR  27 TYPE PARACHUTE AND NUMBER  28 SIZE EXTRACTION/RE-LEASE PARACHUTE LOW Velocity Type V  G-12E (1)  15-Foot Ring Slot  FS 1020  30. POSITION OF LOW AIRCRAFT  FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperate from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract		-								┤'	OTHER (	(Explain)	
22. Type Platform. AIR 22. Type Parachute Low Velocity Type V G-12E (1) Ring Slot FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperate from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	• • •	•		)	1		1						
Low Velocity Type V G-12E (1) Ring Slot FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperat from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extraction				·V	L RACTION/RE-		29. LE	ENGTH OF	REEFING	3	0. POSI	TION OF LOAD	IN
Type V G-12E (1) Ring Slot FS 1020  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperat from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	DROP CONTAINER	AND NU	MBER	LEASE P	ARACHUTE						AIRCI	RAFT	
Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperate from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	Low Velocity	1		15-]	Foot		1						
Fifteen seconds out from the airdrop the drogue deployed normally. At "green" light the to release mechanism deployed properly allowing the drogue parachute to pull the extraction package from the ramp. As the extraction line elongated, the extraction parachute seperate from the extraction line. The loadmaster performed the proper malfunction procedure of releasing the right rail locks. The platform exited the aircraft slowly, resulting in an off DZ drop. The extraction or main parachute did not deploy during the sequence. The platform was destroyed on impact.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)  The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	Type V	G-12	E(1)	Rin	g Slot						FS	1020	
The suspected cause of the malfunction is extraction line material failure. The line severed at the point where it wraps around the bolt on the two-point link assembly. However, it is possible that the extraction parachute connector link plate covers may have contributed to extraction line failure. The link plate covers used have sharp edges that may cut the extract	releasing the right drop. The extract	rail locks ion or ma	. The plat	form exit	ed the ai	rcra	ft slo	owly, re	esultir	ig in	an o	ffDZ	
	The suspected cau the point where it possible that the ex extraction line fail	se of the r wraps arc xtraction ure. The	nalfunction ound the beginning the barachute link plate	on is extra polt on the connecto covers us	ction lin two-po or link p	ne ma int li late shar	ateria ink a cove rp ed	al failu issemb ers ma lges th	ire. Tl bly. Ho y have at may	ne lii owe cor cut	ever, intribut t the e	it is uted to th extractio	
							_	<u> </u>	•				_
CONTINUED ON NEXT PAGE													

## **WHAT WAS THE MALFUNCTION?**

- 1. Extraction parachute separated from the extraction line.
- 2. Slow exit.
- 3. Off DZ.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unknown - Logically appears to be material failure.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure in-depth inspections and brief/train on how to recognize dry-rotted material.

. UNIT BEING AIRLIFTED							
. UNIT BEING AIRLIFTED			NERAL				
	2. DEPARTURE	MRFIELD	3. DA	TE	4. TYPE ACFI		5. ACFT SER NO.
	<u> </u>				C-13		
. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME	
. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVATI	ON (Feet) 12	. SURFACE WIND	S (Knots)	13. VISIE	ILITY (Feet/Miles
650	140	59	90	Calm		71	Miles
			7			, ,	.11100
II.	24. RIGGED IAW (TMITOINA		CARGO				
WEIGHT	24. RIGGED IAW (TMITOINA	VAIR NO.)	25.	AERIAL D	LIVERY SYST	EM USED	
			I BUAL BAIL	CDC DELE	ACE CATE	OTHER (Explain)	
		DUAL RAIL . CDS RELEASE GAT  NO. PLATFORMS NO. CONTAINERS					
HE/Mass	FM 10-512/		NO. PLATFORMS	NO. COM	AIRENS		
2612 LBS	TO 13C7-1-8		1			I	Dual Rails
6. TYPE PLATFORM/AIR-	27. TYPE PARACHUTE		RACTION/RE-	29. LENGTH OF	REEFING		TION OF LOAD IN
DROP CONTAINER	AND NUMBER	LEASE	PARACHUTE	LINE		AIRC	KAFI
Type V	G-12E(2)	15-Fo	ot Ring Slot			L	ock #10
	MALFUNCTION/FAILURI					·	
	LFUNCTION/FAILURE	(If more sp	pace is needed,	continue on	reverse.)		
Suspect the extra	examination of the earth of the broken ply.	U		C	_		

### WHAT WAS THE MALFUNCTION?

One ply of the extraction line broke at approximately 31 inches aft of the 3-point link. The extraction line fed through the 3-point link, leaving the load in the aircraft.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspect the extraction line was damaged either before loading or during upload of the platform.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Establish a better way to load platforms on the airplane. Recommend the platforms be loaded with the extraction line being connected to the platform during loading.

•				NERAL							
. UNIT BEING AIRLIFTED		2. DEPARTURE A	IRFIELD		3. DA1	3. DATE			4. TYPE ACFT		5. ACFT SER N
					<u> </u>				C-13		
i. OPERATION/EXERCISE			7. DZ AND	LOCATION					8. DATE	AND TIME	
			<u>l</u>								
ACFT ALTITUDE (Feet)	10. ACFT SP	· · · · · · · · · · · · · · · · · · ·	11. DZ ELEVATI		12		ACE WIND:	\$ (K	nots)	1	BILITY (Feet/Mi
650	1	40	472	2		(	Calm			/ N	Ailes
				<u> </u>							
11.				CARGO							
3. TYPE LOAD AND WEIGHT	24. RIGGE	D IAW (TMITOINA)	/AIR No.)	25.			AERIAL DE	ELIV	ERY SYST	EM USED	
					RAIL		CDS RELE	ACE	CATE	OTHER	(Explain)
				NO. PLATE		H	NO. CONT			OTHER	(Explain)
HE/Mass		10-512/								_	
2576 LBS		13C7-1-8		1						<u> </u>	ual Rails
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE			ENGTH OF	REEF	ING		ITION OF LOAD RAFT
				East							
Type V	G 1	12E (2)		-Foot							r1- #0
Type V	U-	(2)	Kli	ng Slot							Lock #9
32. CAUSE OF MAL Locked # 9 chec			_								
								<u></u>			
		CONT	INUED	ON NE	EXT	PA	GE				

## WHAT WAS THE MALFUNCTION?

Extraction parachute deployed and inflated but load failed to extract. Load extracted after loadmaster placed right hand control handle to emergency position.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Used for tracking purposes.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not a malfunction.

. UNIT BEING AIRLIFTED	2. DEPARTURE A		NERAL 3. D	ATE	4. TYPE A C-1		5. ACFT SER NO.
6. OPERATION/EXERCISE	<u>_</u>	7. DZ AND	LOCATION			TE AND TIM	Ē
. ACFT ALTITUDE (Feet)		11. DZ ELEVATI		12. SURFACE W	INDS (Knots)	13. VIS	IBILITY (Feet/Miles)
650	140	47	72	C	alm		7 Miles
11.			CARGO				
3. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/TO/NA)		25.	AERIA	L DELIVERY S	YSTEM USEI	)
			DUAL RAIL		RELEASE GATE	ОТНЕЯ	(Explain)
HE/Mass	FM 10-512/		NO. PLATFORMS	NO. C	ONTAINERS		
2576 LBS	TO 13C7-1-8		1			<del>-</del>	ual Rails
6. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE	29. LENGTH LINE	OF REEFING		SITION OF LOAD IN CRAFT
		26	6-Foot				
Type V	G-12E(2)	Ri	ingslot				Lock #10
Locked#10ch	ecked by maintenar	ce. Chec	cked good.	Cause un	nknown.		
	CONT	INUED	ON NEXT	Γ PAGE			

## **WHAT WAS THE MALFUNCTION?**

Extraction parachute deployed and inflated but load failed to extract. Load extracted after loadmaster placed right hand control handle to emergency position.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Used for tracking purposes.

### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not a malfunction.

				NERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	ARFIELD	l	3. DA1	Æ	4.	TYPE ACF	TYPE ACFT 5. ACF	
C OPERATION SYSTEMS		<u> </u>	12.02.000	0647101			丄		30 AND TIMI	
6. OPERATION/EXERCISE			7. DZ AND	LOCATION				8. DATE	AND IIMI	:
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	FFD (Knots)	11. DZ ELEVATI	ON (Feet)	112	. SURFACE V	UINDS A	(Knots)	I 13 VIS	BILITY (Feet/Miles
1270 MSL		140		83	"		Calm	•	13. 413	5+
12/0 MSL		140					-an-			<i>3</i> ⊤
				<u> </u>						
III. 23. TYPE LOAD AND	24. RIGGE	DIAW (TM/TO/NA		CARGO						
WEIGHT				25.		AERI	AL DEL	IVERY SYS	TEM USEC	)
Heavy Training				DUAL	RAIL	. CDS	RELEA	SE GATE	OTHER	(Explain)
Platform	FN	M 10-512/		NO. PLATFO	ORMS	NO.	CONTA	NERS	1	
3500 LBS		O 13C7-1		1						
26. TYPE PLATFORM/AIR-	<u> </u>	PARACHUTE	28. SIZE EXT	RACTION/RE-		29. LENGT	OF RE	EFING	30. POS	ITION OF LOAD IN
DROP CONTAINER	AND	NUMBER	LEASE P	ARACHUTE		LINE			AiR	CRAFT
Type V	G1	2-E(2)	15	-Foot						FS 517
Slowdown checked visually checked extraction the # jammed the loc exited with no full strength of the number 11 left of the rails and the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the stre	d them. E 5 dual ra k back of arther inc	Before extra il cover po ut of the du cident.  ON/FAILURI ock fell bac	e (If more s	number pproxim d broke t  pace is ne	11 lenately the lenated, edead, nul re	eft hand y 1 foot ock on t continue	lock into the b	the air	ack in r and t de. Th	During the he platform e platform

# WHAT WAS THE MALFUNCTION?

#11 lock left side reengaged into the locked position during extraction phase. Lock was severed from the airplane. No damage to airdrop platform.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Drawbar plunger was not properly inspected.

## WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure that the sleeve is positioned in the full forward position and the locking ball is serviceable.

										_
l.	*			NERAL						
I. UNIT BEING AIRLIFTED	2. DE	PARTURE AIF	RFIELD	3. [	PATE	ATE 4. TYPE AC			5. ACFT SER N	10.
. OPERATION/EXERCISE			7. DZ AND I	LOCATION				AND TIME		
ACCT ALTITUDE (F)	40 ACCT CD55D (W-			ON (54)	43.500	RFACE WINDS (I	<b>44-</b>	Lander	N 177/ /5 - 4/44	
500 AGL	10. ACFT SPEED (Kr 130 Knot	· i	1. dz elevati: 1025 ]			9-12 Knc	•	13. VISIE	BILITY (Feeti <b>M</b> i 7 Miles	iesj
				77_					,	_
II.			(	CARGO						_
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (	TMITOINAV	AIR No.)	25.		AERIAL DELI	VERY SYS	TEM USED		
				DUAL RAIL		CDS RELEAS	E GATE	OTHER	(Explain)	
CDS	FM 1	0-500-3	3/	NO. PLATFORM	S	NO. CONTAI	NERS	1		
1050 LBS	TO 1	3C7-1-	11			1				
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACH AND NUMBE		28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE		LENGTH OF RE	FING		TION OF LOAD RAFT	IN
A-22	G-12E	(1 <u>)</u>		Pilot				Pull	ey Sta 53	0
burn marks on the other loads were  32. CAUSE OF MA  Rigging error. T	dragged 150	) yards p	olus.	pace is neede	d, con	ntinue on r	everse.)		a. 1 VVU	
	(	CONTI	NUED	ON NEX	Г РА	<b>\G</b> E				

**ANALYSIS: 77** 

# WHAT WAS THE MALFUNCTION?

Line over.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

High winds

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Have good anemometer and winds within limits.

I.			GE	NERAL							
1. UNIT BEING AIRLIFTED	2. DEPARTI	JRE AIR	FIELD		3. D	ATE		4.	TYPE ACFT		5. ACFT SER NO.
					L			L	<b>C-</b> 1		<u></u>
6. OPERATION/EXERCISE			7. DZ AND L	OCATION					8. DATE A	AND TIME	E
			<u> </u>								
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11	I. DZ ELEVATIO	, ,		12. SŲ	RFACE WIN		(nots)	13. VISI	BILITY (Feet/Miles)
798 AGL	145 KCAS		153	2			190/	7		•	Unlimited
111.			(	CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TMIT)	DINAVA	AIR No.)	25.			AERIAL	DELI	VERY SYST	EM USEC	)
						1	1			ſ	
				NO. PLATE	. RAIL	_	CDS REI			OTHER	(Explain)
Mass Supply	FM 10-51			NO. PLATE	Un MI3		AU. COP	TIAII	4LN3		
3520 LBS	TO 13C7	-1-8		2							CVR
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		28. SIZE EXTI	RACTION/RE ARACHUTE		29.	LENGTH O	FRE	FING		SITION OF LOAD IN
						1					
	G 10F (0)										
Type V	G-12E (2)		15-Foo	ot Ring	Slo	t					FS 950
31. DESCRIPTION OF M	IALFUNCTION/FAIL	URE/	DAMAGE I	NCURRE	D (if	more	space is r	ieed	ed, contii	nue on r	reverse.)
At approximatel	y 15 seconds pri	or to	the rele	ase poi	nt, t	he P	PDM (r	ara	achute	deplo	oyment
mechanism) dep	•			-	-		•			-	•
completed a norm		•		-				_		_	•
seconds prior to									•		
called and the loa	•	-		•							•
without further in	•	ica	are aroge	ie parae	,1141	.c an	ia iiiio.	11	ic and	art ra	iiaca
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,											
22 CANCE OF 354	L ELINIOTION (E : Y)	UDE	a.e.				,•				
32. CAUSE OF MA			`	-					,	- 1- 4	
The drogue parac	-								•	_	•
lines on one side	*								_		•
lines had blown o			_								_
had one broken s	•										
manufactured in	May 1992 and p	lace	ed into se	rvice of	n O	ctob	er 199	7 a	nd was	s on it	ts ninth
airdrop.											
						-					

### **CONTINUED ON NEXT PAGE**

# WHAT WAS THE MALFUNCTION?

 $15\hbox{-foot drogue/extraction parachute malfunctioned after being deployed in the slip stream}$ 

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

This parachute is not designed to be towed for this amount of time at this speed.

# $\underline{\textbf{WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?}}$

Parachute is in the process of being upgraded.

·										
			GI	NERAL						
I. UNIT BEING AIRLIFTED		2. DEPARTURE	AIRFIELD		3. DAT		4.	TYPE ACF	r	5. ACFT SER NO.
0050471			1	0045-00-	(	C-17	丄			<u></u>
i. OPERATION/EXERCISE			7. DZ AND	LOCATION				8. DATE	AND TIM	ŧ
			1						·	
). ACFT ALTITUDE (Feet)		EED (Knots)	11. DZ ELEVATI	• •	12	. SURFACE W	•	(nots)		IBILITY (Feet/Miles)
1000 AGL	156	KIAS	15	32		10	0/6			7 Miles
				7_						
11.		· · · · · · · · · · · · · · · · · · ·		CARGO						
23. TYPE LOAD AND WEIGHT	24. RIGGE	D IAW (TMITOINA	VAIR No.)	25.		AERIA	L DELF	VERY SYST	TEM USEI	)
				-		CDS RELEASE GATE				
				NO. PLATE					OTHE	l (Explain)
CDS		M 10-500-			J5		OII / AII		1	
715 LBS	TO	O 13C7-1-	11	1			1		<u> </u>	
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER		RACTION/RE-		29. LENGTH LINE	OF RE	EFING		SITION OF LOAD IN CRAFT
A-22	G-	-12E _. (1)							<u> </u>	FS 885
32. CAUSE OF MA Inspection of the or cut/frayed mi lines appeared v Suspected cause	LFUNCTE e pilot pa dway be veathere	rachute rev tween the c d with evid	vealed that canopy and lence of d	t all eigh d the L-l ry rot.	it sus	spension The pilo	line	es were		

## **WHAT WAS THE MALFUNCTION?**

Cargo parachute did not deploy.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material failure due to poor inspection of equipment.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure equipment is inspected correctly and removed when out of limits.

1.		G	ENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTU	IRE AIRFIELD	3.	DATE	4. TYPE ACE	Ŧ	5. ACFT SER NO.
					C-13	30	
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVA	TION (Feet)	12. SURFAC	E WINDS (Knots)	13. VISII	BILITY (Feet/Miles)
800 AGL	130 Knots		630	6	Knots	Unl	imited
			7				
111.			CARGO				
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/TC	DINAVAIR No.)	25.	Al	ERIAL DELIVERY SYS	STEM USED	
Replicated			DUAL RAI	ı c	DS RELEASE GATE	OTHER	(Explain)
105MM ICM	FM 10-500	-53/	NO. PLATFORM	IS N	O. CONTAINERS	$\int$	VR
1940 LBS	TO 13C7-1	8-41			2	L	eft Side
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		TRACTION/RE- PARACHUTE	29. LENG LINE	GTH OF REEFING		TION OF LOAD IN RAFT
Single A-22	G-12E(1)	68	-inch pilot			1st	left side

#### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

2 X CDS bundles exited the aircraft (C130D). It appeared to be the second bundle came in contact with bundle #181's pilot parachute severing 5 suspension lines on the pilot parachute at 32 inches from the lower lateral band, culminating in a total malfunction of the pilot parachute which resulting in the main 1 X G12-E to not deploy completely. Upon inspection, burns to the G12-E deployment bag resulted from the contact that was made from the second bundle. Burns to the left set of risers were noticed along with cuts resembling the deminsions of the skid board approximately 1 inch wide and across the riser diagonaly. All canopy ties and connector link ties were broke. All suspension line ties were intact. The centering line was routed correctly and not twisted. Approximately two feet of canopy was still in the deployment bag upon impact. Upon inspection of the G12-E it was packed IAW TM 10-1670-281-23&P. Damage to the A-22 container was extensive due to impact of the load with the ground. The load (Replicated 105MM ICM ammunition, concrete rounds in ammunition boxes) was completely destroyed beyond recovery.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Impact of # 2 Load with #1 load at the pilot parachute deployment segment of the deployment sequence. Resulting in no lift capability for the G12-E Main parachute to fully elongate and deploy. Resulting in no lift capability for the A-22 container. Resulting in a total malfunction of the load.



#### **CONTINUED ON NEXT PAGE**

## **WHAT WAS THE MALFUNCTION?**

CDS bundle impacted the ground, causing loss of load.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient information. (weight of both bundles) (deck angle).

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Insufficient information.

I.			-	NERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTURE	AIRFIELD	3. (	ATE		4. TYPE ACF		5. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND	LOCATION				AND TIM	<u> </u> 
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	ED (Knots)	11. DZ ELEVATI	ON (Feet)	12. SUR	RFACE WIND	S (Knots)	13. VIS	IBILITY (Feet/Miles)
400 Feet	130	Knots	240	) Feet		Caln	1		7>
				77					
111.			İ	CARGO					
23. TYPE LOAD AND WEIGHT	24. RIGGED	IAW (TMITOIN)	AVAIR No.)	25.		AERIAL D	ELIVERY SYS	TEM USE	)
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CDC				NO. PLATFORM	_	NO. CONT		┨┈┈	(Lapidin)
CDS 1210 LBS	1	10-500-3	3/TO	ļ		1			
1210 LDS  26. TYPE PLATFORM/AIR-		27-1-11 ARACHUTE	28 SIZE EXT	RACTION/RE-	29	LENGTH OF	REFEING	30 PO	SITION OF LOAD IN
DROP CONTAINER	AND	IUMBER	LEASE P	ARACHUTE		LINE			CRAFT
	l		'		1				
	G-	12E(1)	Pilot P	arachute				FS	\$ 510-550
During the CDS of release gate, result damage to the put A-22 sling cargo plane. The nylon guillotine knife waccording to the of defects.  32. CAUSE OF MAL Unknown.	ting in a lley. The bag reve release ras sharp lirective	larger than e load exit ealed no d gate was c and in goo s. A subse	n normal ared the airce amage or out clean wood condition equent pull	mount of re raft and de marks of a ith no evid on. The pul test of the	ecoil of ploy hy ki ence lly an left s	of the greed norm ind. The of bind ad gate lestatic lin	uillotine nally. Ir ere was ing or to ocation:	knife aspect no da wistin	, resulting in ion of the mage to the g. The positioned
		CONT	ΓINUED	ON NEX	ΓPA	AGE			

## WHAT WAS THE MALFUNCTION?

Slow CDS cut.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

- 1. Loose gate.
- 2. Gate and pulley location at 40 inch limit.
- 3. Static line could have came out of pulley.

# WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure gate is tight and pulley location is not at limit (use 530).

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				<u> </u>							
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23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (	IMITOINAV	AIR No.)	25.			AERIA	L DEL	VERY SYS	TEM USE	
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700 LBS	TO 130	C <b>7-1-11</b>						1/1			
26. TYPE PLATFORM/AIR-	27. TYPE PARACH	UTE		RACTION/RE-			LENGTH	OF RE	EFING		SITION OF LOAD IN
DROP CONTAINER	AND NUMBE	ĸ	LEASE	ARACHUTE		'	LINE			Aik	CRAFT
	26-Foot										
A-22	High Veloc	city									FS 495
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32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The barrel was slightly compressed by the gate at the waterline (approximately 18 inches from the bottem of the barrel) during the CDS after loading (rigging). At green light, when the retriever winch rewound it pulled on the gate, and the gate was pulled into the barrel, compressing the barrel instead of cutting the release gate. The suspected cause of the malfunction was not enough water in the barrel. The knife was sharp, and was not caught on anything, no turbulence was encountered, and the limit switch screw was safetied with safety wire.

### **ANALYSIS: 82**

### WHAT WAS THE MALFUNCTION?

CDS gate failed to cut.

### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Plastic barrel collapsed.

### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Use a release gate load spreader or use barrels that will withstand the pressure.

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1.				GE	NERAL									
UNIT BEING AIRLIFTED		2. DEPARTURE	AIRF	IELD		3. D	ATE			4. T	YPE ACFT		5. ACFT S	ER NO.
										C-130				
6. OPERATION/EXERCISE				7. DZ AND I	OCATION					T	8. DATE	AND TIME		
										ı				
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	ED (Knots)	11.	DZ ELEVATIO	ON (Feet)	П	12. SUR	RFAC	E WIND	\$ (Kr	ots)	13. VISI	BILITY (Fee	t(Miles)
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					TARCO.					=				
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4 22 CDC					DUAL	RAIL		(	DS RELE	ASF	GATE	OTHER	(Explain)	
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Single Bundle	1	4 10-500												
1050 LBS	TC	) 137-1-1	1						1					
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE NUMBER		28. SIZE EXTI	RACTION/RE- ARACHUTE			LENG	GTH OF	REEF	ING		ITION OF LO	DAD IN
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	1						1							
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A-22	G-	12E(1)											FS 53	80
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	IALFUNCT	ION/FAILUR						-						30
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31. DESCRIPTION OF MA At release point 1  32. CAUSE OF MA This drop was ut winch that had b static lines using Maintanence coasked the loadm and cut off after winch. The retrice	the Lape LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIFUNCTI LIF	CON/FAILUR CON/FAILUR This -2 is lauplicate the utilize the mately 1 se ch cup wo	RE (he?)	(If more s line retr 781 the p ng subm write up ght swit and. Mai	space is no iever with previous aitted also on the intanency in the	second includes who so performe (	ed, cond.  n.Theek figgy und CDS eplacek ur	is version drecedent	was a cutticking the vop. Y	aile wriggor wri	verse.) Testerr off renthis ite up bet it	n gear trievi one.) previ happ	retriveing persous and	onne I gain

## **CONTINUED ON NEXT PAGE**

**ANALYSIS**: 83

# WHAT WAS THE MALFUNCTION?

Gate failed to cut.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad static line retriever or FS rig should be aft of 550 for right SLR.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Replace SLR.

<u> </u>							
l	<del> </del>	GI	ENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTUR	E AIRFIELD	3. DA	TE	4. TYPE ACF		
					C-130		
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	ND TIME	
2 ACCT ALTITUDE (5)	AO ACCT CREED (Marrie)	Tan DZ SI SVAT	ion (sa) Ia	2 5110545514881	D5 (W1-)	Lan Michael Indiana	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVATI		2. surface win Ca		13. VISIBILITY (Feet/Miles 7 Miles	
650 AGL 140		4,	72	Ca	1111	/ Ivilles	
			7				
III. 23. TYPE LOAD AND	24. RIGGED IAW (TM/TO/)	,	CARGO I				
WEIGHT	24. RIGGED IAW (TMITTOIT	AVAIN NO.)	25.	AERIAL	DELIVERY SYST	TEM USED	
			DUAL RAIL	. CDS RE	LEASE GATE	OTHER (Explain)	
CDS	FM 10-500-	2 /	NO. PLATFORMS	NO. CO	NTAINERS	1	
4071 LBS	TO 13C7-1				4	CVR	
4U/1 LDS 26. TYPE PLATFORM/AIR-	1		RACTION/RE-	29. LENGTH O	•	30. POSITION OF LOAD IN	
DROP CONTAINER	AND NUMBER	LEASE	PARACHUTE	LINE		AIRCRAFT	
	26-Foot Ring	•					
A-22	Slot(1)					FS 464	
broken wires. On  32. CAUSE OF MAL			pace is needed,	, continue o	n reverse.)		
At green light the with the #3 bund approx. F.S.893.	le. This in turn ca	used the ar	nchor cable s	stop to slic	de from F	F.S. 773 to	
					_		
					-		
	CON	TINUED	ON NEXT	PAGE			

ANALYSIS: 84

# WHAT WAS THE MALFUNCTION?

Static line on #2 bundle broke causing damage to anchor cable.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient information.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Insufficient information.

1.	<del></del>	(	SENERAL				
1. UNIT BEING AIRLIFTED	2. DEPART	URE AIRFIELD	3. [	DATE	4. TYPE ACE	T 5. ACFT SER N	0.
					C-13	30	
6. OPERATION/EXERCISE		7. DZ AN	DLOCATION		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet) 10. ACFT SPEED (Knots)		11. DZ ELEVA	TION (Feet)	12. SURFACE WIND	\$ (Knots)	13. VISIBILITY (Feet/Mil	les)
1000 MSL	130 KIAS	59	90	040/	04	7 SM	
			77				
101.			CARGO				
23. TYPE LOAD AND	24. RIGGED IAW (TM/1	CONTAVAIR No. )	T				—
WEIGHT	24. RIGGED IAW (TMI)	OINAVAIR NO.)	25.	AERIAL DELIVERY SYSTEM USED			
1			DUAL RAI	L . CDS RELI	ASE GATE	OTHER (Explain)	
A-22 CDS	FM 10-50	0-3/	NO. PLATFORM	IS NO. CON	TAINERS		
1000 LBS	TO 13C7-					CVR/Non-C	VR
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		CTRACTION/RE-	29. LENGTH OF LINE	REEFING	30. POSITION OF LOAD	IN
				1			
A-22	G-14 (2	)				FS 53	0

#### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During a local training mission sortie, an airdrop equipment malfunction occured that caused damage to one A-22 container webbing, skid board, and four plastic 55 gallon drums. Noted by the DZO and DZLM upon the aircraft passing over the drop zone, when the container had exited the aircraft, the two static lines started to deploy the cargo parachutes out of the bags. When the container left the aircraft, the parachutes separated from the container and the container impacted the ground without the parachutes attached. Asked the aircraft loadmasters if the container exited the aircraft without any problems and they noted no problems. All equipment was recovered and found to be still be in servicable condition except the nut and bolt from the clevis that attaches the 120-inch connector strap to the cargo parachute and the four supension webs that attach to the container.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

During the After loading inspection from the DD-1748-1 the aircraft loadmaster and the J.A.I. were confident that the bolt and nut were rigged as per the rigging manual. The nut either came loose during the extraction phase of the airdrop or the bolt broke during the deployment phase of the airdrop.



### **CONTINUED ON NEXT PAGE**

# WHAT WAS THE MALFUNCTION?

CDS load impacted the ground without cargo parachutes.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper rigging and AFJAI inspection procedures.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Get rid of G-14s.
- 2. Riggrs and JAIs need to pay more attention to detail.

			GE	NERAL						
. UNIT BEING AIRLIFTED		2. DEPARTURE A	RFIELD	3.	DATE		4. TYPE ACI C-1		5. ACFT SER N	
5. OPERATION/EXERCISE		<u> </u>	7. DZ AND	LOCATION	<del></del>	L		AND TIME	AND TIME	
				- · · · · · ·	142.61	105 1 55 141110		Language	BU 1774 /5	
1100-1200	TALTITUDE (Feet) 10. ACFT SPEED (Knots) 130 Knots		11. DZ ELEVATI 7	ON (Feet)	12. 50	Dead Ca	•	13. VISI	BILITY (Feet/Mil	
1100 1200	1301	KHOUS		7	I	Dead Co	41111		10	
ıı.				CARGO						
3. TYPE LOAD AND	24. RIGGED	IAW (TMITOINAV				458(4) 8		T		
WEIGHT				25.	- 1	1	LIVERY SY	TEM USEC		
				NO. PLATFORM	_	. CDS RELE	ASE GATE	OTHER	(Explain)	
CDS		10-500-3	00-3/				Amena			
750 LBS		13C7-1-1		RACTION/RE-	-	LENGTH OF	DEECING	20.000	ITION OF LOAD	
6. TYPE PLATFORM/AIR- DROP CONTAINER		IUMBER		ARACHUTE	125	LINE	KEEFING		RAFT	
8-inch X 48-inch			60-	Inch Pilot						
SB w/water barrel	G-1	2E(1)	Par	achute					2	
causing the load t burst open, spillir	ng out the	e water insi	de.							
Parachute riser lin and had the 9-16 risers to twist upo	and 17-2	24 risers on	the G-12	2 installed	bac	kwards o	causing			
					-		•			
		CONT	INUED	ON NEX	T P	AGE				

## **WHAT WAS THE MALFUNCTION?**

CDS bundle impacted ground without fully inflated cargo parachutes.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper rigging and inspection procedures.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure proper line layout inspection procedures are followed.

l			ENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTUR	AIRFIELD	3. DA	TE 4.	TYPE ACFT		R NO.
6 0050 ATION 51155			10017101	<u></u>	C-13	130 TE AND TIME	
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVAT	ION (Feet) I	2. SURFACE WINDS (	Knots)	13. VISIBILITY (Feet)	(Miles)
780	140	i	170	Calm	Kilotsj	CAVU	(WIII(E3)
700	110		7	Califi		CAVO	
***			CARGO				
III. 23. TYPE LOAD AND	24. RIGGED IAW (TMITOIA		LARGO				
WEIGHT	, , , , , , , , , , , , , , , , , , , ,	······································	25.	AERIAL DEL	VERY SYST	EM USED	
			DUAL RAIL	. CDS RELEAS	SE GATE	OTHER (Explain)	
Mass Supply	FM 10-500	)-2/	NO. PLATFORMS	NO. CONTAI	NERS		
3750 LBS	TO 13C7-1		1				
26. TYPE PLATFORM/AIR-	27. TYPE PARACHUTE	28. SIZE EXT	FRACTION/RE-	29. LENGTH OF RE	EFING	30. POSITION OF LO	AD IN
DROP CONTAINER	AND NUMBER	LEASE	PARACHUTE	LINE		AIRCRAFT	
Type V		ľ		i			
8 Foot	G-12E(2)	HE	15-Foot			640	
Material defect in	n centering line.						

## WHAT WAS THE MALFUNCTION?

Center like broke approximately 73 inches from the parachute apex, causing severe damage to parachute and gores.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material defect in centering line.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

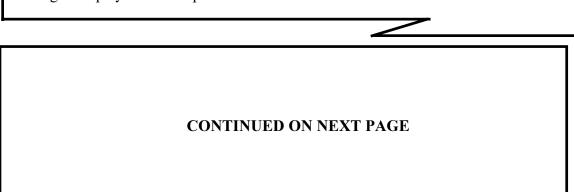
Ensure proper packing inspection procedures are followed.

I.	<del></del>		GENERAL							
1. UNIT BEING AIRLIFTED	2. DEPARTUR	RE AIRFIELD		3. DA	TE	4. TYPE A	CFT	5. ACFT SER NO.		
						C	-130			
6. OPERATION/EXERCISE		7. DZ AN	D LOCATION			8. DA	TE AND TIM	E		
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	nots) 11. DZ ELEVATION (Feet) 12. SURFAC					E WINDS (Knots) 13. VISIBIL			
1000 MSL					(	Calm		Clear		
	1000 MSL 130 KIAS									
III.			CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/TO/	NAVAIR No.)	25.		AER	IAL DELIVERY S	YSTEM USE	D		
High Velocity			DUAL F	RAIL	. CDS	RELEASE GATE	ОТНЕ	R (Explain)		
CDS	FM 10-50	FM 10-500-3/			NO.	CONTAINERS		High		
800 LBS	CBS					2		Velocity		
26. TYPE PLATFORM/AIR- DROP CONTAINER	6. TYPE PLATFORM/AIR- 27. TYPE PARACHUTE				29. LENGT LINE	H OF REEFING		SITION OF LOAD IN CRAFT		
A-22 Water	26-Foot High	,			1					
Barrels	Velocity (1)							FS 650		

As the second CDS exited the aircraft the parachute cigar rolled until the load was about fifty feet above the ground. The parachute then unraveled and subsequently fully opened at 20 feet. The CDS was a total loss.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Upon investigation, it was found that the parachute had been repacked in Lyneham, England on a deployment in field conditions. On a side note, we dropped a total of 12 High-V CDS loads with 26 foot parachutes that were field packed in the same environment with no malfunctions. The parachute was manufactured in November 1994 and put into circulation in 1998 and last inspected and repacked on 15 July 2000 in Lyneham. The parachute has been utilized 19 times. On sight investigation of the parachute and bag showed no visual damage, no friction burns, or any obstructions. The only plausible cause of this malfunction is that the lines got twisted inside the bag during repack and this caused the air channel to be congested during the deployment of the parachute.



#### **WHAT WAS THE MALFUNCTION?**

CDS load impacted ground at high rate, destroying load.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper parachute packing procedures.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure proper procedures are followed.

AIRCRAFT MALFUNCTION REPORTS AND ANALYSES

1.		G	ENERAL							
1. UNIT BEING AIRLIFTED	2. DEPARTUR	E AIRFIELD		3. D/	ATE		4. TYPE ACF C-13(	C-130		
6. OPERATION/EXERCISE		7. DZ AND LOCATION 8. DATE AND TIME								
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVAT	ION (Feet)		12. SUF	RFACE WIN	IDS (Knots)	13. VISIBILITY (FeetiMile:		
650	650 130					C	alm	U	nlimited	
			一							
<u> </u>			CARCO							
111.	T	+	CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TMITOII	VAVAIR No.)	25.			AERIAL	DELIVERY SYS	TEM USED	) 	
			DŲAL	RAIL		CDS RE	LEASE GATE	OTHER	l (Explain)	
CDS Training	FM 10-500	)-3/	NO. PLATFO	ORMS	·T	NO. CO	NTAINERS	7		
680 LBS	1-11					l	Hi	igh Velocity		
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		TRACTION/RE- PARACHUTE			LENGTH O	OF REEFING		SITION OF LOAD IN CRAFT	
A-22	26 Foot (1)								C/R 573	

At green light the retriever did not activate. Retriever and CDS system ops checked IAW during power on preflight. Western Gear model # 1184R100, serial # 775. Left retriever. Cup was seated. Limit switch did not engage. Limit switch gap was IAW and safety wired. Spring condition was good. Beaded chain length top/bottom 4 7/8. No turbulence encountered. Pull test not required. Knife sharp. Retriever did not run. 80 lb. did not break. Knife did not get caught on anything. NON-CVR, Pulley F.S. 617, Gate location F.S. 597, Load C/B F.S. 573. Maintenance performed a CDS system ops check on 12 May 2000. The retriever had been written up for running only for 2 seconds. Maintenance replaced the timer and the CDS system ops checked IAW. No training or flying hours lost.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Bad timer. A CDS system ops check was performed by maintenance and JAI, the retriever did not activate at green light. Maintenance replaced the timer and the CDS system ops checked IAW.

#### **CONTINUED ON NEXT PAGE**

# WHAT WAS THE MALFUNCTION?

Retriever winch did not activate at green light.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad CDS timer.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Replaced timer, system checked good.

. UNIT BEING AIRLIFTED		2. DEPARTURE A		ENERAL 3. C	ATE	4.	TYPE ACF	T	5. ACFT SER NO.
		1					C-13	30	
OPERATION/EXERCISE			7. DZ AND	LOCATION			8. DATE	AND TIMI	
. ACFT ALTITUDE (Feet)	10. ACFT SPE		11. DZ ELEVAT	, ,		ACE WINDS (	Knots)		BILITY (Feet/Miles)
600	140	)		172		Calm			Unlimited
				7					
II. 3. TYPE LOAD AND	24 BIGGE	LAND (TABITO) BIA	/AIR No. \	CARGO		_			
WEIGHT	24. RIGGEL	IAW (TM/TO/NA)	AIR NO.)	25.		AERIAL DEL	IVERY SYS	TEM USE	)
				DUAL RAIL		CDS RELEAS	SE GATE	OTHER	(Explain)
HE Training	FM	10-512/		NO. PLATFORM	5	NO. CONTAI	NERS		
2875 Lbs	ТО	13C7-1-8		1					
6. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE P AND N	ARACHUTE IUMBER		TRACTION/RE- PARACHUTE		NGTH OF RE	EFING		SITION OF LOAD IN CRAFT
	1		i .		1				
Type V  1. DESCRIPTION OF M  Extraction paracle loadmaster place setting 2.50. No	MALFUNCT hute depled right ha	loyed and in	nflated, b handle t	out load fail	ed to e	extract.	Load	inue on r	ted after
Extraction paracles to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a cons	MALFUNCT hute depl d right ha damage	ion/FAILURE loyed and in and control or training	nflated, t handle t lost.	incurred (if out load fail o the EMEI	ed to e	extract.	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction paracles to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a considered to be a cons	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parace loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after
Extraction parac loadmaster place setting 2.50. No	MALFUNCT hute depl d right ha damage	ion/failure loyed and in and control or training	nflated, be handle to lost.	incurred (if out load fail o the EMEI	ed to e	extract. ICY pos	Load sition.	inue on r	reverse.) ted after

#### **WHAT WAS THE MALFUNCTION?**

HE did not exit with extraction parachute fully inflated.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Possible bad right hand lock.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Prepare a lock tester that can test at variable lock setting.
- 2. Reinstate roller check in preflight of right hand lock.

1.			ENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE	AIRFIELD	3. D	ATE	4. TYPE ACF		S. ACFT SER NO.
6. OPERATION/EXERCISE	<u> </u>	7 D7 AND	LOCATION	<del></del>	C-130	AND TIME	
6. OPERATION/EXERCISE		7. DZ AND	LOCATION		8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVAT	ON (Feet)	12. SURFACE WIN	IDS (Knots)	13. VISIBII	.ITY (Feet/Miles)
650	140	47	2	C	alm	71	Miles
			72				
111.			CARGO				
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/TO/N	IAVAIR No.)	25.	AERIAL	DELIVERY SYS	TEM USED	
			X DUAL RAIL	. CDS RE	LEASE GATE	OTHER (E	xplain)
HE/MASS	FM 10-512	2/	NO. PLATFORMS	NO. CO	NTAINERS	1	
2624 Lbs	TO 13C7-		1			1	
26. TYPE PLATFORM/AIR-	27. TYPE PARACHUTE	28. SIZE EXT	RACTION/RE-	29. LENGTH C	OF REEFING		ON OF LOAD IN
DROP CONTAINER	AND NUMBER	LEASE	PARACHUTE	LINE		AIRCR	AFI
T. M	C 12E (2)	15 Eas	t Dina Clat		T 1 //15		
Type V	G-12E(2)	13-500	t Ring Slot	<u> </u>			ck #15
32. CAUSE OF MALI Lock #5 checked		_					
					_		
	CON	ΓINUED	ON NEXT	Γ PAGE			

#### **WHAT WAS THE MALFUNCTION?**

HE did not exit with extraction parachute fully inflated.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Possible bad right hand lock.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Prepare a lock tester that can test at variable lock setting.
- 2. Reinstate roller check in preflight of right hand lock.

1.			GI	ENERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	NRFIELD	3.	DATE		TYPE ACFT		5. ACFT SER NO.
		<u> </u>					C-130		
6. OPERATION/EXERCISE			7. DZ AND	LOCATION			8. DATE	AND TIME	
						1		,	
9. ACFT ALTITUDE (Feet) 1500 AGL	10. ACFT SP:	Knots Knots	11. DZ ELEVATI		!	ace winds (k Knots	(nots)		BILITY (FeetiMiles)  Julimited
1300 AGL	1301	Kilots		<del></del>	О	Kilots		,	Jimiint
				7					
101.		<del> </del>		CARGO					
23. TYPE LOAD AND WEIGHT	24. RIGGE	D IAW (TM/TO/NA	VAIR No.)	25.		AERIAL DELIV	ERY SYST	EM USED	)
	1			1	11	505 051 5451		OTUEN	<i>(5)</i>
				NO. PLATFORM		NO. CONTAIN		OTHER	(Explain)
	] .	NI (C'		NO. I BATTOM		NO. CONTAIN	· L II J		
Not Given		Not Given							
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE NUMBER	28. SIZE EXT LEASE F	RACTION/RE- PARACHUTE		NGTH OF REE	FING		ITION OF LOAD IN
	<u> </u>								
ment for new stud retrieve the 6 personne drops were of back at home stati the next Wed. for a already submitted incident. The wind 32. CAUSE OF MALE Western gear stati	onnel sta conduct on could a single I to you. ch prefli	atic lines. Ned out the red out the red out the red out the red out the red out the red out the defect ghted OK out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red out the red ou	Manually tright door cate this was drop. Trive winch on the grow	he static ling. The 781 verite-up on his attibuted has been und on both	nes were vas and the gro ed to a greplace androps	re pulled notated. ound rele gate faile ed on the s previou	l into t Main easing ed to c aircra usly m	tenand tenand the aid tut ma	craft. No ce personnel rcraft to fly lfunction er the CDS
		CONT	INUED	ON NEX	Γ ΡΑ(	GE			

#### **WHAT WAS THE MALFUNCTION?**

Static line retriever winch cut off during personnel static line retrieval.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad static line retriever winch.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Replace WGSLRW.

					-				
. UNIT BEING AIRLIFTED	2. DEPART	TURE AIRFIELD		NERAL 3.	DATE		4. TYPE AC	FT	5. ACFT SER NO.
				1			C-1	30	
. OPERATION/EXERCISE	•	7. D	Z AND L	OCATION				AND TIM	E
). ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ E		ON (Feet)	12. SU	IRFACE WIN			IBILITY (Feet/Miles)
650	140		55	50		Calm			Unlimited
				7					
11.				CARGO					
3. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/)	TO/NAVAIR No.	ı.)	25.		AERIAL	DELIVERY SY	STEM USE	D
			į	DUAL RAI	L	. CDS REI	EASE GATE	ОТНЕ	R (Explain)
<b>HE Training</b>	FM 10-512	/		NO. PLATFORM	S	NO. COM	ITAINERS	7	
2975 Lbs	TO 13C7-1	-8		1					
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER			RACTION/RE- ARACHUTE	29	LENGTH O	F REEFING		SITION OF LOAD IN CRAFT
Type V	G-12E (2)		15	-Foot	1				550 C/B
Extraction parachloadmaster placed setting 2.50. No d	d right hand con	nd inflate trol hand	ed, bu		ed to	extrac	t. Load	extrac	ted after
loadmaster placed	d right hand con	nd inflate trol hand	ed, bu	ıt load fail	ed to	extrac	t. Load	extrac	ted after
loadmaster placed	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to	extrac NCY p	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost.	ed, bu	nt load fail the EMEI	ed to RGE d, co	ntinue on	t. Load osition.	extrac Right	ted after
loadmaster placed setting 2.50. No d	d right hand con amage, no train	nd inflate trol hand ing lost. URE (If m	ed, bu lle to	nt load fail the EMEI	d, co	ntinue on	t. Load osition.	extrac Right	ted after

#### WHAT WAS THE MALFUNCTION?

Load did not extract with fully inflated extraction parachute..

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Possible bad right hand lock.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

- 1. Prepare a lock tester that can test at variable lock setting.
- 2. Reinstate roller check in preflight of right hand lock.

I.  1. UNIT BEING AIRLIFTED		2. DEPARTURE AL		NERAL 3. D	ATE	4. TYPE ACF	T S. ACFT SER NO
1. ONLY BEING AIREN TED	1	2. DEFARTORE A	NI IEED	3.0		C-13	
6. OPERATION/EXERCISE			7. DZ AND	LOCATION	<del></del>		AND TIME
9. ACFT ALTITUDE (Feet)	10. ACFT SPE		1. DZ ELEVATI		2. SURFACE V	VINDS (Knots)	13. VISIBILITY (Feet/Miles
650	1	40		172		Calm	Unlimited
	<del> </del>			77	<u> </u>		
111.				CARGO			
23. TYPE LOAD AND WEIGHT	24. RIGGE	DIAW (TMITOINAV	AIR No.)	25.	AERI	AL DELIVERY SYS	TEM USED
				DUAL RAIL	. cos	RELEASE GATE	OTHER (Explain)
HE Training	FM	10-512/		NO. PLATFORMS	NO.	CONTAINERS	
2600 Lbs	1	13C7-1-8		1			
26. TYPE PLATFORM/AIR-	27. TYPE P	ARACHUTE		RACTION/RE-		H OF REEFING	30. POSITION OF LOAD IN
DROP CONTAINER	AND	NUMBER	LEASE P	ARACHUTE	LINE		AIRCRAFT
					Ì		
Type V	G-	12E(2)	1	15-Foot			650 C/B
32. CAUSE OF MAI Right lock #9 fail					, continue	on reverse.)	
					_		
		CONT	INUED	ON NEXT	PAGE		

## **WHAT WAS THE MALFUNCTION?**

Load failed to extract with fully inflated extraction parachute.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad #9 lock.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Replaced right hand lock.

					<u> </u>				
1.		-		NERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	IRFIELD	3.	DATE	4. TYPE A C-1		5. ACFT SER NO	).
6. OPERATION/EXERCISE			7. DZ AND	LOCATION	· · · · · · · · · · · · · · · · · · ·	8. DA	TE AND TIM	E	
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	i i	11. DZ ELEVATI			NINDS (Knots)	13. VIS	SIBILITY (Feet/Mile	
650		140	550	)	Ca	alm		Unlimited	
				7					=
III.	T			CARGO					
23. TYPE LOAD AND WEIGHT	24. RIGGEL	DIAW (TMITOINA)	VAIR No.)	25.	AERI	AL DELIVERY S	YSTEM USE	D	
				DUAL RAI	L . CDS	RELEASE GATI	ОТНЕ	R (Explain)	
<b>HE Training</b>		FM 10-512	2/	NO. PLATFORM	S NO.	CONTAINERS			
2700 Lbs		TO 13C7-	1-8	1					
26. TYPE PLATFORM/AIR- DROP CONTAINER		ARACHUTE IUMBER		RACTION/RE- ARACHUTE	29. LENGT LINE	H OF REEFING		SITION OF LOAD I CRAFT	N
Type V	G-1	2E (2)	15	-Foot			(	650 C/B	
32. CAUSE OF MAI Right lock #9 tes							)		
					_				
		CONT	INUED	ON NEX	T PAGE	2			

#### **WHAT WAS THE MALFUNCTION?**

Load failed to extract with fully inflated extraction parachute.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad lock.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Replace right hand lock.

1.			-	ENERAL					
1. UNIT BEING AIRLIFTED		2. DEPARTURE A	RFIELD		3. DA	ΓE	4. TYPE ACF		5. ACFT SER NO.
							C-130		
6. OPERATION/EXERCISE			7. DZ AND	LOCATION			8. DATE	AND TIME	
				i					
9. ACFT ALTITUDE (Feet)	10. ACFT SPE	i i	11. DZ ELEVAT		12	. SURFACE WIN			BILITY (Feet/Miles)
650 AGL	-	140	472	,	İ	Calr	n	7	Miles
		-		7_					
III.	<del> </del>			CARGO					
23. TYPE LOAD AND	24. RIGGED	IAW (TMITOINAV	/AIR No.)						
WEIGHT				25.		AERIAL	DELIVERY SYS	TEM USED	
				X DUAL	RAIL	. CDS REI	EASE GATE	OTHER	(Explain)
HE/Mass Supply	FM	10-512/		NO. PLATF	ORMS	NO. COM	ITAINERS		
2645 Lbs		13C7-1-8		1					
26. TYPE PLATFORM/AIR-		ARACHUTE	1 30 5175 5V	TRACTION/RE		29. LENGTH O	F DEELING	20, 000	TION OF LOAD IN
DROP CONTAINER		IUMBER	LEASE	PARACHUTE		LINE	rattring		RAFT
			·					l ,	ES 670/
Type V	C 12	NE (2)	15 Fox	ot Ring S	2104				S 670/
Type V	G-12	2E (2)	13-100	ot King i	5101			<u> </u>	ock #10
32. CAUSE OF MAL Lock #10 checked				_			ı reverse.)		
							-		

**ANALYSIS: 96** 

## WHAT WAS THE MALFUNCTION?

 $Load\ failed\ to\ exit\ with\ fully\ inflated\ extraction\ parachute.$ 

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not Given.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not Given..

I. 1. UNIT BEING AIRLIFTED		2. DEPARTURE A		ENERAL	3. DA	TE		YPE ACFT		5. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND	LOCATION	<b></b>			8. DATE A	ND TIMI	
9. ACFT ALTITUDE (Feet)	10. ACFT SP	EED (Knots)	11. dz elevati 550		1	2. surface win Calm		nots)	1	BILITY (FeetiMiles) Unlimited
				乙二						
111.				CARGO						
23. TYPE LOAD AND WEIGHT	24. RIGGEI	D IAW (TM/TO/NA)	/AIR No.)	25.		AERIAL	DELIV	ERY SYST	EM USE	
					RAIL	. CDS RE	LEASE	GATE	OTHER	l (Explain)
<b>HE Training</b>	FN	<i>I</i> 10-500-2	2/	NO. PLATF	ORMS	NO. CO	NTAIN	ERS		
3175 Lbs	TC	) 13C7-1-5	5	1						
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER		RACTION/RE PARACHUTE	-	29. LENGTH O	F REEI	FING		SITION OF LOAD IN CRAFT
Type V	G-12	2E (2)	1	5-Foot					65	0 C/B
setting 2.50. No										
32. CAUSE OF MAL	FUNCTIO	N/FAILURE (	(If more sp	ace is nec	ded,	continue on	reve	erse.)		
Right lock #10 te	sted IAV	W 33D2-37	-9-1, loc	k releas	ed a	t 59.7 ft. l	bs.			
							_			
		CONT	INUED	ON NI	XT	PACE				
		COM	HUED	O11111	42 <b>%</b> I	IME				

# WHAT WAS THE MALFUNCTION?

Load failed to exit with fully inflated extraction parachute.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not Given.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not Given

I.		· ·	GI	NERAL							
1. UNIT BEING AIRLIFTED		2. DEPARTURE AI	RFIELD		3. DA	ΓE		4.	TYPE A		5. ACFT SER NO.
				***************************************					C-1		<u> </u>
6. OPERATION/EXERCISE			7. DZ AND	LOCATION					8. DAT	E AND TIM	IE
			1								
9. ACFT ALTITUDE (Feet)	10. ACFT SPI		1. DZ ELEVATI		12	. SURF	ACE WII	•			SIBILITY (Feet/Miles)
1250 AGL	140	Knots	Sea L	evel			15 K	110	ıs		5 Miles
				<u> </u>							
III.				CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGEI	D IAW (TMITOINAV	AIR No.)	25.			AERIAL	. DELI	VERY SY	STEM USE	D
CRRC	1			DUAL	DAU		CDC DI		E GATE	OTUE	R (Explain)
Double X 2		10.540/		NO. PLATE		H	NO. CO			- 01111	K (Explain)
2700 Lbs and	1	10-542/									
2400 Lbs	10	13C7-51-21		<u> </u>			2				
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER		RACTION/RE- ARACHUTE			ENGTH (	OF RE	EFING		SITION OF LOAD IN
CRRC	C 121	E (2 East )		5 E .							62 FG 520
CKKC	G-121	E(2 Each)		5-Foot						1 (	of 2 FS 530
Right hand static most platform upoinstalled at F.S. 5. stopped. He look	on activa 30. The	ation of the g aircraft load	green lig! Imaster :	ht at the stated he	relea e sav	ise p	ooint.	Th le s	e pul tart to	ley ass o rewii	embly was nd and
The R.H. static lichains both meas F.S.530. On active only one thread sispring may be we	ne retrie ured 5 in vation the howing	ever winch v nches in lengue ne cable rew through the	vas check gth. A Ty yound an contact p	ked upo pe VIII d the ga plate for	n ret nylo te cu the 1	urn n re ıt. It	to ho lease was	me gat not	station se wa ed th	on. The s instal at the	lled at set screw had
		CONTI	NUED	ON NE	XT	PA	GE				

#### **WHAT WAS THE MALFUNCTION?**

Static line retriever failed to cut Type VIII nylon gate.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Right hand retriever rigged at FS 530 may have caused premature shut off.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Do not rig right hand winch when using pulley rigged forward of FS 550.

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1. UNIT BEING AIRLIFTED  2. DEPARTURE AIRFIELD  3. DATE  4. TYPE ACFT C-130  4. DATE AND TIME  4. TYPE ACFT C-130  5. ACFT SER NO. C-130  6. OPERATION EXERCISE  7. DZ AND LOCATION  8. DATE AND TIME  9. ACFT ALTITUDE (Feet) 650 AGL  140  10. ACFT SPEED (Knots) 140  11. DZ ELEVATION (Feet) 650 AGL  CARGO  22. TYPE LOAD AND WEIGHT  CDS FM 10-500-3/ A077 LBS  TO 13C7-1-11  24. TYPE PARACHUTE 18. SIZE ESTRACTIONARE 18. DUAL RAIL 19. LENGTH OF REEFING 19. POSITION OF LOAD IN AIRCRAFT  CVR  26-FOOT Ring Slot (1)  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by mainte- nance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.											
6. OPERATION/EXERCISE  7. DZ AND LOCATION  8. DATE AND TIME  8. DATE AND TIME  10. ACFT SPEED (Knob) 11. DZ ELEVATION (Feet) 12. SURFACE WINDS (Knob) 7 Miles  7 Miles  13. VISIBILITY (Feetimines) 7 Miles  1472  12. SURFACE WINDS (Knob) 7 Miles  13. VISIBILITY (Feetimines) 7 Miles  1472  15. AERIAL DELIVERY SYSTEM USED  16. DUAL RAIL COS RELEASE GATE OTHER (Explain) 16. DUAL RAIL COS RELEASE GATE OTHER (Explain) 16. DUAL RAIL COS RELEASE GATE OTHER (Explain) 16. DUAL RAIL COS RELEASE GATE OTHER (Explain) 17. DUAL RAIL COS RELEASE GATE OTHER (Explain) 18. VISIBILITY (Feetimines) 18. VISIBILITY (Feetimines) 18. VISIBILITY (Feetimines) 19. AERIAL DELIVERY SYSTEM USED  25. AERIAL DELIVERY SYSTEM USED  26. TYPE PARACHUTE LEASE PARACHUTE 29. LENGTH OF REEFING 10. POSITION OF FOLD IN ADMINISTRATION OF EXPLANCE OF THE REFING 10. POSITION OF FOLD IN ADMINISTRATION OF THE REFING 10. POSITION OF FOLD IN ADMINISTRATION OF THE REFING 10. POSITION OF FOLD IN ADMINISTRATION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. POSITION OF THE REFING 10. PO		<del></del>	2 DEPARTURE AL			DATE	LA	TYPE ACE	Ť	S ACET SERI	NO
9. ACFT ALTITUDE (Feet) 650 AGL 140 11. DZ ELEVATION (Feet) 472 Calm 7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  7 Miles  8 AERIAL DELIVERY SYSTEM USED  9 DUAL RAIL COS RELEASE GATE OTHER (Explain)  10 NO. CONTAINERS 10 THER (Explain)  10 NO. PLATFORMS 10 NO. CONTAINERS 10 POSITION OF LOAD IN AIRCRAFT  120 LENGTH OF REEFING OF REEFING SIGNEY (The PARACHUTE LEASE PARACHUTE SIGNEY (The PARACHUTE LEASE PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (The PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY (THE PARACHUTE SIGNEY	1. ONLY BEING AIRENTED		2. DEFARTORE A	AI IEED		JA16				J. Acri Jeni	10.
III.  CARGO  23. TYPE LOAD AND WEIGHT  CDS  FM 10-500-3/ 4077 LBS  TO 13C7-1-11  26. TYPE PLATFORMAIR 26-FOot Ring Slot (1)  Slot (1)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfiunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.	6. OPERATION/EXERCISE		•	7. DZ AND	LOCATION		······································	8. DATE	AND TIM	E	
III.  23. TYPE LOAD AND WEIGHT  CDS  FM 10-500-3/ 4077 LBS  TO 13C7-1-11  26. Foot Ring Slot (1)  27. TYPE PARACHUTE  26. Foot Ring Slot (1)  27. TYPE PARACHUTE  28. SIZE EXTRACTIONIRE: LEASE PARACHUTE  26. Foot Ring Slot (1)  30. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.	9. ACFT ALTITUDE (Feet)	10. ACFT SP	EED (Knots)	11. DZ ELEVATI	ON (Feet)	12. SURFAC	E WINDS (	Knots)	13. VIS	IBILITY (Feet/Mi	iles)
TO 13C7-1-11  25. AERIAL DELIVERY SYSTEM USED    DUAL RAIL   COS RELEASE GATE   OTHER (Explain)	650 AGL	1	40	47	72		Calm	1		7 Miles	
TO 13C7-1-11  26. FM 10-500-3/ TO 13C7-1-11  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  26. FOOT RING Slot (1)  27. TYPE PARACHUTE AND NUMBER  27. TYPE PARACHUTE AND NUMBER  28. SIZE EXTRACTION.RE- LEASE PARACHUTE  29. LENGTH OF REEFING AND REEFING 30. POSITION OF LOAD IN AIRCRAFT AIRCRAFT AIRCRAFT AND NUMBER  30. POSITION OF LOAD IN AIRCRAFT AIRCRAFT AIRCRAFT AND NUMBER A-22  SID DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by mainte- nance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.					7						_
CDS 4077 LBS TO 13C7-1-11  28. SIZE EXTRACTIONARE LEASE PARACHUTE 29. LENGTH OF REEFING 30. POSITION OF LOAD IN AIRCRAFT AND NUMBER 26-Foot Ring Slot (1)  520  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife. Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by mainte- nance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.	111.				CARGO						_
CDS 4077 LBS TO 13C7-1-11  26. TYPE PLATFORM.AIR 27. TYPE PARACHUTE 28. SIZE EXTRACTION.RE LEASE PARACHUTE 29. LENGTH OF REEFING 30. POSITION OF LOAD IN AIRCRAFT  26. TYPE PLATFORM.AIR 26. TYPE PARACHUTE 28. SIZE EXTRACTION.RE LEASE PARACHUTE 29. LENGTH OF REEFING 30. POSITION OF LOAD IN AIRCRAFT  26. FOOT Ring 26. FOOT Ring Slot (1) 520  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)		24. RIGGE	D IAW (TMITOINAV	AIR No.)	25.	A	ERIAL DELI	VERY SYS	TEM USE	D	
TO 13C7-1-11  4 CVR  26-Type platformair  27-Type parachute AND NUMBER  26-Foot Ring Slot (1)  520  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)					DUAL RAI	L . C	DS RELEAS	E GATE	ОТНЕЯ	R (Explain)	
26-Foot Ring A-22 Slot (1)  26-Foot Ring Slot (1)  27-Type Parachute 28-Size extraction/re- Lease Parachute 29-Length of Reefing 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCraft 30-Position of Load in AirCra	CDS	FI	M 10-500-3	3/	NO. PLATFORM	S NO	O. CONTAI	NERS	]		
A-22 Slot (1) 520  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.  32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)	4077 LBS	T	O 13C7-1-	11			4			CVR	
A-22 Slot (1) 520  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.	26. TYPE PLATFORM/AIR- DROP CONTAINER			28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE			EFING			) IN
A-22 Slot (1) 520  31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)  The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.		26-1	Foot Ring								
The drop was set up to be a 4 bundle mass using the CVR. The right 2 bundles exited normally The left type XXVI release gate failed to cut. The 80lb safety tie was broken, the type XXVI release gate was partially cut and rolled up inside of the release knife.  Static Line Retriever Malfunction Report: Left retriever used; Spring condition good; Beaded chain length within limits; Cup seated; Limit switch did not engage to cut off retriever; Limit switch screw was safety wired; Limit switch gap with in limits; Pull test completed by maintenance-1600lbs; Retriever ran for approx 3 to 4 seconds; 80 lb broke; Knife did not get caught on anything; Knives were sharp; Pulley was located at FS 550; Gate was located at FS 590; CVR was utilized; no turbulence; Loss of one training sortie for all crew positions and delay of formal school student training.	A-22									520	
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	release gate was p Static Line Retrie chain length within switch screw was nance-1600lbs; F on anything; Kni CVR was utilized formal school stud	partially over Maltin limits; safety we ketrieven were l; no turb	cut and rolle function Rej Cup seated; vired; Limit s ran for app e sharp; Pul- bulence; Los ing.	ed up insi port: Lef ; Limit sv switch ga prox 3 to ley was l	ide of the retriever witch did no up with in life 4 seconds; ocated at F training so	elease kr used; Sp ot engag mits; Pt 80 lb br SS 550; C rtie for a	nife. pring c ge to cu ull test roke; I Gate v all crev	ondition t off recomp Knife ovas loo was loo w posit	on goo etrieve leted l did no cated a tions a	od; Beade er; Limit by mainte- ot get caug at FS 590;	d - ght ;
							_				
<b>.</b>											_
			CONT	INUED	ON NEX	T PAG	E				ĺ

# WHAT WAS THE MALFUNCTION?

Static line retriever failed to cut type XXVI release gate.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Loose gate or wrong angle on knife.

#### WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Ensure gate is tight and try to maintain 90 degree angle on knife.

1.	**		GE	NERAL							
1. UNIT BEING AIRLIFTED	2. DEPARTURE	AIRFIELD			3. D/	TE		4.	TYPE ACFT		5. ACFT SER NO.
								L	C-13	0	
6. OPERATION/EXERCISE		7. DZ #	AND L	OCATION					8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELE	VATIO	ON (Feet)	٦	2. SUR	FACE WIN	NDS (	Knots)	13. VISI	IBILITY (Feet/Miles)
1132 m/750 a	130		42	6			350/	10		J	J <b>nlimited</b>
				7_							
III.			(	CARGO							
23. TYPE LOAD AND	24. RIGGED IAW (TM/TO/N.	AVAIR No.)		25			450141	DELL	WEBY SYST		
WEIGHT				25.		,	Atrial	DELI	VERY SYST	EM OSEL	)
				DUA		٠.	l		E GATE	OTHER	(Explain)
HV/CDS	FM 10-500	-3/		NO. PLATF	ORMS		NO. CO	NTAI	NERS		
1220 LBS	TO 13C7-1	-11					1			Н	igh Velocity
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE	EXT	RACTION/RE ARACHUTE			LENGTH C	OF RE	EFING		SITION OF LOAD IN
DROF CONTAINER	AND NOMBER		1,52.	Albaciio i c			L.114.				
48 x 48 CDS	26-Foot Ring					İ.					
Non-CVR	Slot (1)										617
31. DESCRIPTION OF M	IALFUNCTION/FAILUR	E/ DAMA	GE I	NCURRE	D (if ı	nore	space is	need	led, conti	nue on r	everse.)
75.1	0 1 1										
	after pre-slowdov				•						
	n the cargo compa							-	•	•	•
	lights were normal	_		-				_	_	•	
green light occur	red and system did	d not act	tiva	ite, gate	wa	s no	t cut a	nd	load di	id not	exit
32. CAUSE OF MAI	LFUNCTION/FAILUR	E (If mor	re si	nace is no	eded	. con	tinue o	n r	everse.)		
										1 1	4 441
	landed Wing Tacti			-							•
_	on from the pilots		-	•							
the system cutting	g the gate. Suspect	ted caus	se w	as a ma	ılfur	ictic	n wit	h th	ie pilot	s drop	switch
								_			
						_					

#### **CONTINUED ON NEXT PAGE**

#### WHAT WAS THE MALFUNCTION?

Gate failed to cut at green light.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Use of pilot switches without proper preflight of pilot switches.

#### WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

- 1. Switches did not work and were replaced.
- 2. Ensure that whatever switches are preflighted prior to use.

UNIT BEING AIRLIFTED										
ANTI DENING MINER IED	,	2. DEPARTURE A		ENERAL	3. DA	TE .	10	TYPE ACFI	-	5. ACFT SER NO.
		2. DEFARIORE A	INFILLD		J. DA		"	C-13		J. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND	LOCATION	L			8. DATE		<u> </u>
9. ACFT ALTITUDE (Feet)	10. ACFT SPI	ED (Knots)	11. DZ ELEVAT	ON (Feet)	12	. SURFACE W	NDS (	Knots)	13. VIS	IBILITY (Feet/Miles)
650	14	0	5	90		C	`alm			7 Miles
				7_						
M.				CARGO						
23. TYPE LOAD AND WEIGHT	24. RIGGEI	IAW (TMITOINAL	/AIR No.)	25.		AERIA	L DELI	VERY SYST	TEM USE	)
	İ			DUAL	PAU	CDS 6	ELEAG	E GATE	OTHE	t (Explain)
XXII () (	F,	M 10 500	2/	NO. PLATE			ONTAI		1 0,45	(Explain)
HE/Mass	1	M 10-500- O 13C7-1-		ļ			1		l	
2632 LBS  26. TYPE PLATFORM/AIR-		O 13C/-1-	· · · · · · · · · · · · · · · · · · ·	RACTION/RE		29. LENGTH	1	EEING	30.00	SITION OF LOAD IN
DROP CONTAINER		IUMBER	LEASE F	ARACHUTE		LINE	OF RE	EFING		CRAFT
			•			}				
Type V	G-	12E(2)	15-Foo	ot Ring S	Slot					Lock #9
32. CAUSE OF MAI Lock #9 checked				_			on re	everse.)		
							_			

## WHAT WAS THE MALFUNCTION?

Load failed to exit with extraction parachute fully inflated.

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not Given.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not Given

I.		DED A OTHER A		NERAL	2.541		THE ACE		LE ACCT CERNIC
1. UNIT BEING AIRLIFTED	ľ	2. DEPARTURE A	MRFIELD		3. DA	4	type acft. C-13		5. ACFT SER NO.
5. OPERATION/EXERCISE			7. DZ AND	LOCATION		L L L	8. DATE		
). ACFT ALTITUDE (Feet)	10. ACFT SPEE	D (Knots)	11. DZ ELEVATI	ON (Feet)	12	. SURFACE WINDS	(Knots)	13. VISI	BILITY (Feet/Miles
650	1	40		590	Ì	Caln	1		7 Miles
				7_					
14.				CARGO					
23. TYPE LOAD AND WEIGHT	24. RIGGED I	AW (TMITOINA	VAIR No.)	25.		AFRIAL DEL	IVERY SYST	rem used	1
***************************************				<del> </del>		7 )		Ī	
	F) (	10 500 2	,	NO. PLATF		. CDS RELEA		OTHER	(Explain)
HE/Mass	1	10-500-2							
2760 LBS	<b></b>	13C7-1-8							
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PAI AND NU			RACTION/RE- ARACHUTE		29. LENGTH OF R	EEFING		ITION OF LOAD IN TRAFT
Type V	G-12	2E (2)	15-Foo	ot Ring S	Slot			l I.	ock #9
1. DESCRIPTION OF M	AI FUNCTIO	N/FAII IIDE	/DAMACE	INCHERE	D (if m	iora enaca ie naa	ded conti	nua on r	overse )
sequences were r	iormai. N	no damag	e to load (	or aircra	ιπ. 				
32. CAUSE OF MAL	FUNCTION	N/FAILURE	(If more sp	ace is ne	eded,	continue on r	everse.)		
Lock #9 checked	d good by	mainten	ance Cai	ice iinki	1033/1	n			
LOCK # 7 CHECKE	a good by	mamicin	ance. Cai	ase uniki	10 001				
		CONT	INUED	ON NE	XT	PAGE			

## **WHAT WAS THE MALFUNCTION?**

Load failed to exit with fully inflated extraction parachute.

#### WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not Given

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Not Given.

I.			_	GF	NERAL							
1. UNIT BEING AIRLIFTED		2. DEPARTURE	AIR	FIELD		3. [	DATE		4.	TYPE ACFT		5. ACFT SER NO.
						<u>L</u>				C-13	***	<u> </u>
6. OPERATION/EXERCISE				7. DZ AND L	OCATION					8. DATE A	ND TIME	
											_	
9. ACFT ALTITUDE (Feet)		EED (Knots)	11	. DZ ELEVATIO			12. 9	SURFACE W		Knots)	13. VISI	BILITY (Feet/Miles)
400 AGL	130	Knots	L	23 Fe	eet			4 Kr	ots			5 Miles
			=		<u>工</u>							
111.			_	(	CARGO							
23. TYPE LOAD AND WEIGHT	24. RIGGE	DIAW (TMITOINA	4VA	.IR No.)	25.			AERIA	L DELI	VERY SYST	EM USED	)
G. 1 A 22				!	DU/	L RAII	. T	CDS	PFLEAS	E GATE	OTHER	(Explain)
Single A-22	_	T 4 10 700	· ·	_ ,	NO. PLAT		_		ONTAI		• • • • • • • • • • • • • • • • • • • •	(60,5)
CDS Training 940 LBS		FM 10-500						1				
		TO 13C7-1	-   		S. CTIONUP		4		25.05	SS:NG	20.006	TICH OF LOAD IN
26. TYPE PLATFORM/AIR- DROP CONTAINER		PARACHUTE NUMBER		28. SIZE EXTI LEASE PA	ARACHUTE		ľ	29. LENGTH LINE	UF HE	EFING		SITION OF LOAD IN CRAFT
A-22 CDS												
Container	G.	-12E(1)		68 In	ch Pilo	+						FS 617
			_								l	
31. DESCRIPTION OF M								-				
At green light, the		•		`		_						
80 lb. tie broke, b	_				_						-	•
was good. The be	aded ch	nains were	4	7/8 in. a	nd the	cup	wa	as seate	ed. T	he kni	fe wa	s relatively
dull and did not ca	atch on a	anything. T	h	ere was t	urbule	nce	end	counte	red o	luring t	he lov	w level
route. The switch	gap wa	s app. 1/8 i	in.	The wir	nch wa	s la	st o	verhau	ıled	at McC	Clella	n AFB, CA
on 11 Jan 98 and	the seria	al no. is 330	0.	No train	ing wa	s lo	st a	and the	mis	sion co	ntinu	ed with the
use of the left-har												
22 CLYST OF MA												
32. CAUSE OF MAL	FUNCTIO	)N/FAILUKE	. (1	it more sp	ace is n	eede	a, co	ontinue	on re	verse.)		
The metal excension	ما الما ما	at man fan a	£	11 2 gag.	d	. 4 +1	a a 1	fo	· o a • o	at ahan	. Th	aga tura
The retriever wind									as n	ot snar	p. 1116	ese two
things combined v	vere me	suspected	ca	use of th	us man	unc	iuo	11				
			_						_			

#### **CONTINUED ON NEXT PAGE**

# WHAT WAS THE MALFUNCTION?

Gate failed to cut (type XXVI gate).

# WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The retriever winch did not run for approximately 3 seconds and knife was dull.

# WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure timer works and kinfe is sharp.

1.	<del></del>	G	ENERAL				
1. UNIT BEING AIRLIFTED	2. DEPART	URE AIRFIELD	3.	DATE	4. TYPE ACF	T	5. ACFT SER NO.
	-				C-	130	
6. OPERATION/EXERCISE	· · · · · · · · · · · · · · · · · · ·	7. DZ AND	LOCATION	<del></del>	8. DATE	AND TIME	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (Knots)	11. DZ ELEVA	ΓΙΟΝ (Feet)	12. SURFACE WI	NDS (Knots)	13. VISIE	SILITY (Feet/Miles)
800 feet AGL	130 KIAS	179	0 Feet	200	0 @ 10	U	nlimited
			7				
101.			CARGO				
	T 24 DICCED IAW/TANK	OVALANZA ID No. )	T				
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/T	O/NAVAIR NO.)	25.	AERIA	L DELIVERY SYS	TEM USED	
			DUAL RA	IL . CDS R	ELEASE GATE	OTHER	(Explain)
CDS	FM 10-50	0-3/	NO. PLATFORM	AS NO. CO	ONTAINERS	1	
	I				1	1	
1060 lbs (rigged)	10 1307	-1-11	<u> </u>		1		
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER		TRACTION/RE- PARACHUTE	29. LENGTH LINE	OF REEFING	30. POSI AIRC	TION OF LOAD IN RAFT
	26-Foot						
4 22	1	、					1.
A-22	Ring Slot (1	) I				1 (	enterline

#### 31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At green light, with the CDS switch armed and spring cup seated; the static line retriever winch failed to activate (did not move at all) and the gate failed to cut. Left retriever was used. Spring was in good condition. Beaded chains were correct length. Cup was seated in slot. Knife was sharp, limit switch was in limits, safety wired adn did not engage. Pull test not required. Western Gear SLR did not even activate. Last inspection was 10 Jul 00, serial number 1149. Missed following two routes, assault, pilot proficiency training not completed and hours not flown.

#### 32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The suspected cause is an electrical short in the winch or wiring system. The exact cause could not be determined. The primary loadmaster inspected and armed the CDS switch and ensured the spring cup was seated (western gear winch) and was verified by the secondary loadmaster IAW the checklist. The winch was operationally checked on landing and the malfunction could not be duplicated. The winch had last been inspected by maintenance on 10 July.

# CONTINUED ON NEXT PAGE

# WHAT WAS THE MALFUNCTION?

Retriever failed to activate at green light.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient information.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Insufficient information.

l.		,	GI	NERAL				***		
1. UNIT BEING AIRLIFTED	2. DI	PARTURE A	RFIELD	l	3. DA	ΓE	4. T	YPE ACFT		5. ACFT SER NO.
			1	l				C-130		
6. OPERATION/EXERCISE			7. DZ AND	LOCATION			ı	8. DATE A	ND TIME	
			1		_				·	
9. ACFT ALTITUDE (Feet)	10. ACFT SPEED (K		1. DZ ELEVATI		12	SURFACE WIN			•	BILITY (Feet/Miles)
850 MSL	130 Knc	ts	170 l	WSL		330 @ 5	Kı	10ts	Un	restricted
				7_						
III.				CARGO						
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW	(TMITOINAV	'AIR No.)	25.		AERIAL	DELIV	ERY SYSTI	EM USED	
				DUAL	DAII	. CDS RE	LEACE	GATE	OTHER	(Explain)
GD G	777.6.4		,	NO. PLATFO		NO. COI			OTHER	(Explain)
CDS		0-500-2		ļ						
1250 LBS		3C7-1-:	<del></del>	<u> </u>			1		_	Non-CVR
26. TYPE PLATFORM/AIR- DROP CONTAINER	27. TYPE PARAC AND NUMB	HUTE ER	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE		29. LENGTH O LINE	OF REE	FING		ITION OF LOAD IN RAFT
CDS (A-22	26-Foot	Jigh								
Container)	Velocity	ingn								
Container)	velocity	·								
31. DESCRIPTION OF M	ALFUNCTION/	FAILURE/	DAMAGE	INCURREI	) (if m	ore space is 1	neede	d, contin	ue on re	everse.)
Gate failed to cut	at green ligi	ht								
Gate failed to eat	at greening	11.								
32. CAUSE OF MAL	FUNCTION/F	AILURE	(If more sr	ace is nee	ded	continue or	n rev	erse )		
32. CHOSE OF WINE	rene mon,	TILUKL	(II more sp	ace is nee	ucu,	continue of		ci sc.,		
Beaded chain on	newly insta	lled wir	nch was r	ot syme	trica	l and cau	sed	the wi	nch to	shut
down before gat	e cut. Tactio	s loadn	naster ins	spected t	he w	vinch on r	etui	rn and	found	the left
winch beaded ch	ains were n	ot syme	trical. Re	ecomme	end a	dherance	to p	oroper	prefli	ight
inspection and c	heck list pro	cedures	s. Top ch	ain was	3/8 i	nch longe	er th	nan bo	ttom (	chain.
Retry of winch a	ttached to le	oad agai	n cut off	premati	irely	did not b	orea	k 80# :	safety	tie.
Disconnected ca		_		-	•				•	
performed simpl										
	•									
							_			

**CONTINUED ON NEXT PAGE** 

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# WHAT WAS THE MALFUNCTION?

Gate failed to cut at green light.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper preflight of equipment.

# WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Retrain loadmaster on measuring of beaded chains.

HI.  23. TYPE LOAD AND WEIGHT  CDS 4726 LBS  26. TYPE PLATFORM: AIR-DROP CONTAINER  26-A-22  31. DESCRIPTION OF MALFUN  At green light, the retrices	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) INCTION/FAILURE/	7. DZ AND I	DN (Feet)  90  CARGO  25.  DUAL RAIL  NO. PLATFORMS  RACTION/RE-ARACHUTE	2. SURFACE WINDS (Knii Calm	RY SYSTEM USE GATE OTHE RS 30. PO	SIBILITY (FeetiMiles) 7 Miles
CDS 4726 LBS 26-TYPE LOAD AND WEIGHT  CDS 4726 LBS 26-TYPE PLATFORM/AIR 27-TYL AN 26-Slo 26. TYPE PLATFORM/AIR 26-Slo 26. A-22 Slo 27. TYL AN 26-Slo 28. DESCRIPTION OF MALFUNCT	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) INCTION/FAILURE/	1. DZ ELEVATION 5 STATE AIR No.)  28. SIZE EXTLEASE P	DN (Feet)  90  CARGO  25.  DUAL RAIL  NO. PLATFORMS  RACTION/RE-ARACHUTE	AERIAL DELIVE  COS RELEASE C  NO. CONTAINE  4  29. LENGTH OF REEFI	DATE AND TIME  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  T	7 Miles  7 Miles  ED  R (Explain)  CVR  SISTION OF LOAD IN
CDS 4726 LBS 26-TYPE PLATFORM/AIR-DROP CONTAINER 26-A-22 31. DESCRIPTION OF MALFUNCT	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) INCTION/FAILURE/	1. DZ ELEVATION 5 STATE AIR No.)  28. SIZE EXTLEASE P	DN (Feet)  90  CARGO  25.  DUAL RAIL  NO. PLATFORMS  RACTION/RE-ARACHUTE	AERIAL DELIVE  COS RELEASE C  NO. CONTAINE  4  29. LENGTH OF REEFI	RY SYSTEM USE GATE OTHE RS 30. PO	7 Miles  7 Miles  ED  R (Explain)  CVR  SISTION OF LOAD IN
CDS 4726 LBS  26. TYPE LOAD AND WEIGHT  CDS 4726 LBS  26. TYPE PLATFORM/AIR: 27. TYPE DROP CONTAINER  A-22  Slo  1. DESCRIPTION OF MALFUNCT  At green light, the retrices	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) INCTION/FAILURE/	AIR No.)  28. SIZE EXTILEASE P	25.  DUAL RAIL  NO. PLATFORMS  RACTION/RE- ARACHUTE	AERIAL DELIVE  CDS RELEASE C  NO. CONTAINE  4  29. LENGTH OF REEFI	RY SYSTEM USE GATE OTHE RS 30. PO	7 Miles  TO Miles  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILES  TO MILE
CDS 4726 LBS 26. TYPE PLATFORM/AIR: DROP CONTAINER  A-22 Slo 1. DESCRIPTION OF MALFUN At green light, the retrices	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-FOOT Ring lot (1) INCTION/FAILURE/	AIR No.)  1 28. SIZE EXT LEASE P	DUAL RAIL NO. PLATFORMS  RACTION/RE- ARACHUTE	AERIAL DELIVE  CDS RELEASE O  NO. CONTAINE  4  29. LENGTH OF REEFI	NG 30. PO	R (Explain)  CVR DISTRIBUTION OF LOAD IN
CDS 4726 LBS 26. TYPE PLATFORM/AIR- DROP CONTAINER  A-22 Slo 1. DESCRIPTION OF MALFUN  At green light, the retrices	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) UNCTION/FAILURE/	AIR No.)  1  28. SIZE EXTILEASE P	DUAL RAIL NO. PLATFORMS  RACTION/RE- ARACHUTE	. CDS RELEASE ON NO. CONTAINE 4 29. LENGTH OF REEFI	NG 30. PO	R (Explain)  CVR  DISTION OF LOAD IN
CDS 4726 LBS 26. TYPE PLATFORM/AIR-DROP CONTAINER 26-A-22 Slo 1. DESCRIPTION OF MALFUN At green light, the retrices	FM 10-500-3 TO 13C7-1-1 TYPE PARACHUTE AND NUMBER 6-Foot Ring lot (1) UNCTION/FAILURE/	AIR No.)  1  28. SIZE EXTILEASE P	DUAL RAIL NO. PLATFORMS  RACTION/RE- ARACHUTE	. CDS RELEASE ON NO. CONTAINE 4 29. LENGTH OF REEFI	NG 30. PO	R (Explain)  CVR  DISTION OF LOAD IN
4726 LBS  26. TYPE PLATFORM/AIR DROP CONTAINER  26. A-22  31. DESCRIPTION OF MALFUN  At green light, the retrices  32. CAUSE OF MALFUNCT	TO 13C7-1-1 TYPE PARACHUTE AND NUMBER  6-Foot Ring lot (1) UNCTION/FAILURE/	28. SIZE EXT LEASE P	NO. PLATFORMS  RACTION/RE- ARACHUTE	NO. CONTAINE  4  29. LENGTH OF REEFI	NG 30. PO	CVR DISTRION OF LOAD IN
4726 LBS  26. TYPE PLATFORM/AIR DROP CONTAINER  26. A-22  31. DESCRIPTION OF MALFUN  At green light, the retrices  32. CAUSE OF MALFUNCT	TO 13C7-1-1 TYPE PARACHUTE AND NUMBER  6-Foot Ring lot (1) UNCTION/FAILURE/	28. SIZE EXT LEASE P	RACTION/RE- ARACHUTE	4 29. LENGTH OF REEFI	NG 30. PO	SITION OF LOAD IN
26-A-22 26-A-22 Slo  1. DESCRIPTION OF MALFUN  At green light, the retrices 22. CAUSE OF MALFUNCT	rype parachute and number 6-Foot Ring lot (1) unction/failure/	28. SIZE EXT LEASE P	ARACHUTE	29. LENGTH OF REEFI	Aif	SITION OF LOAD IN
AA-22 Slo  A-22 Slo  1. DESCRIPTION OF MALFUN  At green light, the retrices  32. CAUSE OF MALFUNCT	and number 6-Foot Ring lot (1) unction/failure/	LEASE P	ARACHUTE		Aif	
A-22 Slo  1. DESCRIPTION OF MALFUN  At green light, the retrication  32. CAUSE OF MALFUNCT	lot (1) INCTION/FAILURE/	DAMAGE 1	INCURRED (if n		FS	
1. DESCRIPTION OF MALFUN  At green light, the retrication of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second	UNCTION/FAILURE/	DAMAGE 1	NCURRED (if n		FS	
At green light, the retricate of Malfunct		DAMAGE I	NCURRED (if n		1.0	5. 575 (Gate)
Upon investigation, it very movement of the complight and would not all correctly and in limits	t was found that npression spring llow the winch	the limit g. Susper to rewind	switch coul ct that the lir	d be activated nit switch mad	with only de contact	at green
				_		

## WHAT WAS THE MALFUNCTION?

At green light retriever winch failed to activate.

## WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Limit switch improperly set.

## WHAT SHOULD YOU DO TO KEEPTHIS FROM HAPPENING?

Reset limit switches.

#### SUMMARY OF SUPPLY AND EQUIPMENT DROPS

# 2ND TRIANNUAL CY 2000

		FORM AD		GLE AINER	C	DS	TO	ΓAL
Number of Drops	17	<b>'21</b>	4	12	29	913	50	46
Number of Malfunctions		25		0		10		35
Percentage of Malfunctions	1	.5		0	0	.34	0.	69
Malfunction Phases:	IP	EF	IP	EF	IP	EF	IP	EF
Extraction	2	9	0	0	1	3	3	12
Deployment-Recovery	3	5	0	0	3	3	6	8
Release	2	4	0	0	0	0	2	4

#### **IP-Incorrect Procedures**

## **EF-Equipment Failure**

# SUMMARY OF PERSONNEL PARACHUTE JUMPS

#### 2ND TRIANNUAL CY 2000

		C-17	C-130	C-141	OTHER	TOTAL
	Number of Deployments	14,217	38,299	14,219	6,197	72,932
Nonmaneuverable	Number of Malfunctions	1	7	3	0	11
	Percentage of Malfunctions	0.07	0.018	0.02	0.00	0.015
	Number of Deployments	76	8,044	912	6,220	15,552
Maneuverable	Number of Malfunctions	0	2	0	1	3
	Percentage of Malfunctions	0.00	0.024	0.00	0.016	0.019
	Number of Deployments	226	2,757	111	3,299	6,393
Free-Fall	Number of Malfunctions	1	14	0	12	27
	Percentage of Malfunctions	0.40	0.50	0.00	0.36	0.42
	Number of Deployments	14,519	79,100	15,242	15,627	94,577
Total	Number of Malfunctions	2	23	3	13	41
	Percentage of Malfunctions	0.013	0.046	0.019	0.083	0.043

# SUMMARY OF PERSONNELPARACHUTE MALFUNCTIONS

#### 1ST TRIANNUAL CY 2000

	NON- MANEUVERABLE	MANEUVERABLE	FREE-FALL	RESERVE
Number of Deployments	72,932	15,252	6,393	1
Number of Malfunctions	11	3	27	0
Towed Jumper	0	0	0	0
Broken Static Line	1	0	0	0
Entanglement	3	0	1	0
Failed to Inflate	7	0	1	0
Inversion	0	0	1	0
Pilot Chute	0	0	0	0
Semi-inversion	0	0	0	0
Suspension Lines	0	0	6	0
Other	0	3	18	1
Percentage of Malfunctions	0.015	0.019	0.42	0.00
Fatalities	0	0	2	1

^{*}Injuries

# INJURIES OCCURRING ON PARACHUTE OPERATIONS AS REPORTED ON DA FORM 285

#### 1 APRIL - 30 JUNE 2000

	C-17	C-130	C-141	UNKNOWN	TOTAL
PLF-Related Injuries	2	1	0	29	32
Main Malfunction	0	0	0	1	1
Misrouting of Static Line	0	0	0	2	2
Entanglements	0	1	0	0	1
Tree Landings	0	2	0	2	4
In Aircraft	1	0	0	0	1
Hazards on Drop Zone	0	0	0	2	2
Other	0	0	0	5	5
Insufficient Information	0	1	0	0	1

#### AIRCRAFT MALFUNCTIONS

These malfunction reports are not included in the statistical data nor reflected in the percentage of malfunctions. All aircraft systems malfunctions which may have led to an abort or no-drop are constantly reviewed and analyzed for repeat or recurring trends and solutions. Corrective actions are recommended through Air Force maintenance systems.

PERSONNEL DROPS	
Improperly operating doors or ramps	0
Static line retriever	1
SUPPLY AND EQUIPMENT DROPS	
Rail locks	11
Improperly operating ADS	1
Improperly operating doors or ramps	0
Release mechanism	0
Electrical system	0
CONTAINER DROPS	
Rollers	0
Type XXVI gate	0
Static line retriever	7
Center Line Vertical Restraint (CVR)	0
TOTAL	20

#### **HOT POOP**

#### SAFETY DIVISION SAFETY ALERT PARACHUTE FATALITY

A fatal accident occurred when a Modified Improved Reserve Parachute System (MIRPS) worn by a Jumpmaster student performing duties at the paratroop door of a C-130 Hercules aircraft accidently activated.

Jumpmasters are again reminded of the necessity of remaining in the center of the paratroop door when performing Jumpmaster duties and particularly when attempting to return back inside the aircraft after conducting the clear to the rear of the aircraft. Jumpmasters must be aware that when returning back inside the aircraft, there is a possiblity that the wind will force the body toward the trail edge of the aircraft. Jumpmasters must particularly resist this wind-effect when performing duties on the right paratroop door because this potentially places the ripcord grip of the MIRPS in the vicinity of the trail edge of the paratroop door. It is imperative that the ripcord grip does not come in contact with the lead or trail edge of the paratroop door. The Safety should be observing the inside of the aircraft for unsafe acts when the Jumpmaster performs a clear to the rear and should also observe the Jumpmaster. If the Jumpmaster's ripcord grip comes near or touches the trail or lead edge of the paratroop door, the Safety should tell the Jumpmaster of the deficiency after he comes back into the aircraft and before the next clear to the rear. The Safety should never attempt to grab or interfere with the Jumpmaster while the Jumpmaster is outside the aircraft or attempting to return inside the aircraft.

This is the second time since FY 97 that the accidental activation of a Jumpmaster's reserve parachute caused a premature exit resulting in a fatal injury. All Jumpmasters and jumpers are again reminded to remain aware of their equipment inside the aircraft and ensure they utilize proper ripcord grip awareness.

#### Other lessons learned from this accident:

-Jumpmasters must select individual hand placement where they can maintain stability while conducting a clear to the rear ensuring the ripcord grip does not come in contact with the paratroop door. Jumpmasters should position their hands in order that when returning into the aircraft after each clear to the rear that they not "brake" the trail elbow down and force themselves into the trail edge of the paratroop door. After determining the proper hand placement, Jumpmasters should resist repositioning their hands after each clear to the rear.

-The Jumpmaster student was at the right paratroop door and had the left adjustable leg strap on the Harness Single Point Release routed around the leg and the M1950 weapons case IAW the 82d Airborne Division ASOP Edition 5 with Change 3, Chapter 8, page 9-10. Adjustable leg straps must be secured so as to prevent undue movement of the ALICE pack due to wind and/or contact with the aircraft to include the paratroop door.

The information contained in this safety bulletin will be briefed to all airborne soldiers.

16 Aug 00